

COACH AND BUS

WEEK

The PSV Industry's News Weekly

ISSUE 77 AUGUST 7 1993



RECORD SALES AND ENTRY

ADT's dedicated auctions go from strength to strength Page 4

HUGE ORDER BY STAGECOACH

Alexander to body 380 over the next two years Page 9



JONCKHEERE/VOLVO GOES FOR GOLD

Yorkshire Rider gets its first new coach for four years Page 6

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EYMS JOINS THE L RUSH

Fears of flagging new vehicle sales dispelled

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1990 BOVA FUTURA FHD 12.290 INTEGRAL 12M,
 51 seats (46 reclining + 5-way fixed at rear), grey/red
 moquette, centre sunken toilet, continental door, double
 glazed tinted side windows, curtains, courier seat, coolbox,
 water boiler, wired TV/video, finished all white.

M.O.T. DECEMBER 1993

1989 BOVA FUTURA FHD 12.290 INTEGRAL 12M,
 51 seats grey/red moquette (46 recliners + 5 way fixed at
 rear), centre sunken toilet, continental door, double glazed
 side windows, curtains, courier seat, water boiler, coolbox,
 wired TV/video, cream/orange.

M.O.T. MARCH 1994

1984 DAF SB2300 JONCKHEERE JUBILEE P50 12M,
 49 recliners, brown/beige/red moquette, rear floor
 mounted toilet, continental door, driver's berth, water
 boiler, finished all white.

M.O.T. JULY 1994

1982 (November) FORD R1115 PLAXTON PARAMOUNT
 3200, 49 recliners, autumn stripe moquette with full soft
 trim interior, power operated entrance door,
 white/black/red.

M.O.T. JULY 1994

1991 TOYOTA CAETANO OPTIMO II, 21 seats, grey/red
 moquette, radio/cassette equipment, white.

M.O.T. JANUARY 1994

1990 (September) DENNIS JAVEUN DUPLE 320 11M,
 55 seats, grey/yellow/orange moquette, power operated
 entrance door, air suspension, white.

M.O.T. JUNE 1994

1982 VOLVO B10M JONCKHEERE BERMUDA 12M,
 49 recliners, grey/red moquette, rear sunken toilet,
 continental door, wiring TV/video, TELMA retarder,
 white/red/blue.

M.O.T. FEBRUARY 1994

1987 (October) BEDFORD CF (Petrol) DORMOBILE,
 12 seats, grey/red moquette, grey.

M.O.T. FEBRUARY 1994

1987 (August) IVECO DAILY WHITTAKER, 14 high-
 backed coach seats, red/grey moquette, white/crimson.

M.O.T. MAY 1994

1981 (October) BEDFORD YMQ DUPLE DOMINANT IV,
 45 seats, beige/brown moquette, finished white/blue.

M.O.T. OCTOBER 1993

1980 LEYLAND LEOPARD DUPLE DOMINANT II 12M,
 57 seats, autumn tint moquette, power entrance door,
 white/yellow.

M.O.T. FEBRUARY 1994

1988 (November) BOVA FUTURA FHD 12.290 INTEGRAL
 12M, 49 str. red moquette (44 recliners + 5-way fixed at
 rear) centre sunken toilet, continental door, double glazed
 tinted side windows, curtains, courier seat,
 white/orange/yellow.

M.O.T. NOVEMBER 1993

1988 BEDFORD YNV PLAXTON PARAMOUNT 3200,
 53/55 seats, brown moquette, courier seat, power
 entrance door, cream/red.

M.O.T. JANUARY 1994

1983 VOLVO B10M JONCKHEERE JUBILEE P90 TWIN
 DECK, 58 seats (49 upper saloon + 9 lower saloon),
 beige/orange moquette, toilet, water boiler, wired colour
 monitors/video, white.

M.O.T. APRIL 1994

1985 (October) DAF SB2300 LAG GALAXY 12M,
 53 recliners, grey/red/orange moquette, continental door,
 Webasto heating, drinks machine, power plug-type
 entrance door, white/yellow/green.

M.O.T. SEPTEMBER 1993

1990 (September) DENNIS JAVELIN DUPLE 320 11M,
 55 seats, grey/yellow/orange moquette, power operated
 entrance door, air suspension, finished white.

M.O.T. JUNE 1994

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 In detailing these used saloon coaches we have
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It's midway through the school summer holidays and time to reflect on the past year. Time flashes past and if you don't plan now the mayhem brought about by new contracts will be upon you all too quickly.

Few can doubt that school contracts form the backbone of the vast majority of coach and bus operators. You may love them or hate them, but those devils in uniform are an essential source of revenue. Short term they keep the wheels turning and drivers employed, but long term they represent the future.

It won't be many years before those satchel swingers mature into tomorrow's sophisticated travellers - which, with mounting concern about road-spending, congestion and pollution, could prove to be a much more tantalising prospect than a few hardwon tenders.

Frequently we hear disgruntled operators say that yet again the rates for schools work have been driven down. It's a cutthroat business with every operator looking over his shoulder at what others charge. Is it no wonder then that some of the vehicles used to transport school children run contrary to the aim of bringing in tomorrow's business?

'You may love them or hate them, but those devils in uniform are an essential source of revenue. Short term they keep the wheels turning and drivers employed, but long term they represent the future'

While there should be no question of operators running unsafe vehicles, there must be some concern about the image presented to the outside world.

This is the season when operators buy and sell those vehicles euphemistically referred to as contract motors and there were many going under the hammer at last week's ADT auction. Those present could be forgiven for thinking that these vehicles are characteristically down and out.

Taxed and tested 53-seaters can be bought for very little money. It is almost a case of disposable vehicles which can be operated on limited mileage at little cost. It seems the situation is self perpetuating. Low contract price means low-cost vehicle.

Wouldn't it be rewarding to discover that success in the tender stakes relates more to quality of service than slim-line pricing? Instead of driving down the industry's image - and the value of its assets - everyone would gain and today's schoolchildren will be tomorrow's willing customers.

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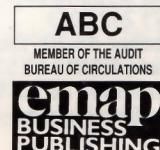
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BUS & COACH COUNCIL
ASSOCIATE MEMBERS



COACH AND BUS WEEK ENDING 7 AUGUST 1993

■ **Noel's Garden Party** at Doncaster Race Course last weekend attracted near capacity crowds and business for over 100 coach and bus operators. Malcolm Gallagher of organising company, Noel's Garden Party Ltd, said research among customers and operators during the two days produced a good response with most expressing high levels of satisfaction. Page 6

■ **Short Channel crossing ferry companies** P&O and Sealink will not be released from their undertaking not to operate a joint service when the Channel Tunnel opens for passenger travel next year. Minister of State at the Department of Trade and Industry, Tim Sainsbury, concluded that release from the undertakings would lead to reduced consumer choice, reduced quality of service and the removal of effective price competition. Page 8

■ **Walter Alexander has won** the largest order for bus bodies to be placed in the UK since the mid-1980s. The £13 million commitment from Stagecoach Holdings involves 380 bodies over two years. There are options to increase the order by a further 240 units, which would increase the total order value to around £23 million. Page 9

■ **Richards Brothers**, the Cardigan-based coach operator, has won the £5,000 top price in the ICI Autocolor sponsored Coach and Bus Week privilege card competition. The company, which operates a 57-vehicle fleet, wins the services of a professional design team specifically commissioned to create a tailor-made livery. Page 10

■ **West Midlands PTE's** plans for an early start on the Midland Metro rapid transit system have hit a delay with the collapse of the Centram consortium selected by the PTE to design, build, operate and maintain the first £112 million phase of the system after Taylor Woodrow failed to endorse the joint venture agreement by the July deadline. Page 12

■ **A new organisation** aimed at monitoring coach and bus legislation has been launched. Coach Industry Action Group includes operators and manufacturers and was set up to give extra impetus to other trade bodies campaigning for the industry. Page 14

COACH AND BUS EVENTS

- August 17-19: RDA Workshop - coach tourism fair, Cologne, tel 01049 221 120 448
- September 13 to 17: PTRC European Transport Highways and Planning 21st Annual Summer Meeting, University of Manchester Institute of Science and Technology. Zofia Duszynska, tel 081 741 1516, fax 081 741 5993
- September 13 to 17: 26th International Symposium on Automotive Technology and Automation Conference, Aachen, Germany. ISATA, tel 081 681 3069
- September 14: Coaching For Pleasure Day, Black Country Museum, Dudley. Promotional places for CTC or BCC members. Contact Derrick Alsop on 0723 501950
- September 26: SHOWBUS, Imperial War Museum, Duxford. Trade inquiries ONLY to Charles Nicholson, Showbus, The Apothecaries Lodges, off Collinswood Road, Farnham Common, Bucks
- October 7-10: Coach & Bus '93, Hall 5, National Exhibition Centre, Birmingham. Philip Carlisle, BCC, tel 071 831 7546, fax 071 242 0053
- October 15-20: European Coach and Bus Fair, Kortrijk, Belgium, tel 010 32 51 22 60 60
- November 16 to 19: Autotech 93, National Exhibition Centre Birmingham. Julie Brown/Corinne Paine, IMechE, tel 071 973 1316



Last week's sale at Belle Vue attracted more than 125 vehicles

COACH AND BUS

Auction sets new records for sales

ADT's fourth dedicated coach and bus auction of the year set new records for entry and PSV sales. Last week's sale at Belle Vue, Manchester, attracted more than 125 vehicles and over half found buyers.

The July auction represented improved sales for the fourth consecutive auction with sales more than double those at the same time last year. ADT's commercial operations manager Duncan Ward said: "Each sale is getting stronger and stronger."

COACH AND BUS

Restored trio among entry

AMONG the coach entry at ADT's Belle Vue auction were a trio of splendid restored vehicles - a rare 1954 Guy Otter, a Bedford OB, and Jim Stones' 1974 Plaxton Panorama Elite-bodied AEC Reliance.

Mr Stones subsequently decided to keep the AEC for nostalgia's sake despite standardisation on Mercedes-Benz minibuses after the successful sale of a Wadham Stringer-bodied Dennis Dart at Belle Vue.

By Mike Morgan

An entry in excess of 100 assorted PSVs was expected, but late arrivals boosted the total.

A small number of double deckers - mainly from Channel Tunnel contractor TML - preceded nearly 50 minibuses which ranged from an S-reg Ford Transit through a large number of Sherpas and a handful of recent Mercedes-Benz vehicles which fetched the top prices in this sector. A G-reg 609D 25-seater went under

the hammer for £20,500 and a five-year-old Reeve Burgess-bodied 30-seater sold for £21,000.

More than 40 coaches and two lots of double-deck bus spares completed the sale.

Otherwise the entry was characterised by a large number of "contract" vehicles released by the end of the school term.

Two additional auctions scheduled for 1993 at Belle Vue are to be held on September 22 and November 17.

The Dart's registration, H1 JYM, has been transferred to one of a pair of new 27-seat Plaxton Beavers on 709D chassis/cowl. The other adds to his collection of personalised registrations with L plate, L5 BUS.

Jim Stone's rare DAB Tiger Cub also breaks the M-B stranglehold on the eight-vehicle fleet.

This Danish-built bus, registration BUS 1T, has recently been repainted. **CBW**



Jim Stones' pair of new Plaxton/Merc Beavers with personalised plates

■ COACH AND BUS

GMPTA snub to big names

GREATER Manchester Passenger Transport Authority has fired a strong broadside against the two major bus groups, Stagecoach Holdings and British Bus, waiting to bid for its two bus companies, with the long-awaited publication of the Pathfinder sale document from advisers Ernst & Young (*Coach and Bus Week*, May 15).

Among a strict list of terms and conditions for sale, some of which intending purchasers will find hard to meet, the authority states that "Given that each of the successor companies will be a major force in the

By Andrew Jarosz

Greater Manchester bus market and taking account of Government policy, there is a need to prevent undue market domination resulting from these sales. It is hoped to attract purchasers who do not currently have a significant market presence as a bus operator in Greater Manchester and its surrounding areas."

As the GM Buses employees have already signalled their intention to bid and as there is no shortage of interested parties prepared to introduce a significant

employee shareholding as well as their continued membership of the Local Government Superannuation Scheme, it seems unlikely that bids from either of the two groups that have already collaborated together in the sharing out of competitive activity in the area will be entertained.

The pathfinder document represents preliminary information to the sale and details in broad terms the two companies being sold together with broad terms of sale. More detailed information will be circulated to those interested parties



signing a letter of confidentiality.

GM Buses North is listed as having a 59 per cent share of its market with six depots, 900 vehicles, 2,400

employees and a turnover in excess of £60 million. GMB South is offered with a turnover of £50 million, four depots, 700 vehicles and 1,850 employees.

■ COACH AND BUS

Sale terms set to preserve employee rights



Bus operation must remain main activity

GMPTA's Terms and Conditions of Sale rest fundamentally on preserving the rights of existing employees of the two GM Buses companies. Bidders are asked to frame their offers taking account of:

- Continuing staff membership of the Local Government Superannuation Scheme with a minimum 30 per cent share ownership, participation in a profit-sharing or benefit trust, preservation of trade union recognition and first refusal to the affected staff of any sale of all or part of the businesses.
- A full clawback of all gains from disposal of all or part of the businesses during

the first three years.

- A commitment that the main activity of the two companies will be bus operation.
- A ten-year clawback, on a diminishing scale of surplus proceeds arising on the disposal of any properties as valued in the sale agreement.
- An undertaking from both companies to stay within the Greater Manchester all-operator network ticketing scheme.
- Purchasers should not have a significant presence as a bus operator in Greater Manchester and its surrounding areas, and will have to restrict their interest to one of the two companies.

● Assurances will be sought that the two companies will be adequately funded after sale, and purchasers will need to demonstrate that they have the necessary resources and access to further finance.

● GMPTA will offer specific warranties in respect of fundamental matters and draw up share sale agreements, but purchasers will need to perform their own financial appraisals.

A more detailed information memorandum is also now available to those parties who are considered appropriate potential purchasers.

■ COACH

Land Travel pair face trade fraud charge

LAND Travel executives Valere Tjolle and Theresa McDermott have been charged with fraudulent trading by Avon and Somerset Police.

Mr Tjolle, who was former chairman of the failed Bath-based tour operator, and ex-company secretary Mrs McDermott, were charged last week after an interview with the fraud squad - the culmination of a 12-month investigation by the police since the company's collapse in July last year. The pair are due to appear before Bath magistrates on August 25.

Valere Tjolle bought the company from the Granada group in 1990 and, when the company collapsed last year, it was offering three-day breaks in Paris or Brussels for £49 and 10-day holidays in Poland from £159. During the period, Land Travel lost £1.8 million in 1990/1 and £2.7 million in 1991/2. It is estimated that over 40,000 holidaymakers, together with many contracting coach operators, lost money when Land Travel collapsed. Land Travel did not hold a bond, monies in trust nor insurance to cover cancella-

tion or repatriation in the event of insolvency.

Although such cover is now statutory since the Package Tour Directive came into force at the beginning of this year, the effectiveness of the new regulations is now in doubt after the collapse of Oxford-based SFV Holidays. The company was unbonded because trade and industry secretary Michael Heseltine had told the company it was not needed - arising from the fact the company allowed customers to choose whatever ferry service they wished to use.

CBW

■ COACH AND BUS

Garden Party packs them in

NOEL'S Garden Party at Doncaster Racecourse last weekend attracted near capacity crowds and business for over 100 coach and bus operators who filled the Coach and Bus Week Crinkley Bottom coach park.

Malcolm Gallagher of organising company, Noel's Garden Party Ltd, told *Coach and Bus Week* that research among customers and operators during the two days produced a good response with

By Mike Morgan

most expressing high levels of satisfaction.

However, Mr Gallagher says the next Garden Party scheduled for later this month will feature more public involvement after strong requests for increased participation in such things as the gunge tank.

The World's biggest TV quiz, Brain Dump, is new for

the second Garden Party which is at Haydock Park Racecourse on Sunday August 29 and Monday August 30.

Timing to coincide with the Bank Holiday has produced an even stronger response from groups with 25,000 people expected on each day. Mr Gallagher said: "Operators are selling through newspapers are doing well and resort-based coach operators are running day excursions.



sions.

"The range of bookings has stretched from private operators to the big companies like Merseybus and GM Buses."

• Operators seeking further information on the Haydock Park Garden Party should ring the hotline: 0670 514446. Prices range from £8 for adults to free entry for

infants under four. The gates open at 9.30am on the two days and the shows start an hour later, running until 5.30pm.

Advance booking ensures special arrangements for your group in the Coach and Bus Week Crinkley Bottom coach park - complete with free sticker. Drivers are admitted free.

■ BUS

VW expanding

A PROJECTED growth in the Brazilian public transport sector has prompted VW to expand into the country's full-size bus market.

The fleet size is expected to grow by 60 per cent by the end of the decade.

The recently-launched Volksbus aims to break into a sector dominated by

Mercedes which continues to hold 80 per cent of the market.

It will be marketed by Autolatina Brasil, which successfully manufactures VW cars and trucks.

The 10.5-metre front-engined chassis is being produced for bodying in single, two or three-door configurations.

■ COACH

Rider modernisation

YORKSHIRE Rider is modernising its Gold Rider coaching fleet with the purchase of its first new coach since 1989. The Volvo B10M with Jonckheere Deauville 49-seat coachwork, supplied by Yeates, is the seventh Belgian-built coach and the second Deauville for the fleet.



Jonckheere is first new coach since 1989

Rider's operations director Ian Buchan said there were signs that the market was starting to pick up. "After two reasonably quiet years, when we cut the fleet down, business is starting to improve."

Rider has made a few second-hand purchases in recent years, particularly for National Express work, but the new vehicle is built to the latest roll-over specifications required for its charter work.

"We are still getting good quality private hires and a new vehicle was essential. The new coach will be off to Italy this month."

• Yorkshire Rider is planning to introduce a chain of travel shops in the main town and city centres. As well as providing bus information and selling its own range of prepaid tickets, the agencies will be ABTA bonded and sell a complete range of holiday products as well as coach hire. The first should open in Leeds in September.

■ COACH

'Matches of the decade'

WHOLESALE packages and private tickets are being offered to operators on what are being billed by promoters as the biggest boxing events of the decade.

Sportsline Travel is offering tickets for Lennox Lewis v Frank Bruno at Cardiff Arms Park on October 1 and Nigel Benn v Chris Eubank at Manchester's Old Trafford on October 9.

The firm requires both luxury and executive coaches to hire on both of events for national pick-up points.

Sportsline, part of the Cambs-based Sunfun Holiday Group, said it was offering wholesale packages to all and private ticket sales to bona fide coach operators with club contacts.

Corporate business packages and four-star hotel packages are also available.

The best seats are on a first-come first-served basis and operators should contact Sportsline on 0487 843333 for further details.

■ COACH

Room for one more on top

A 15-YEAR-OLD Volvo chassis has been given a unique conversion by East Lancashire Coachbuilders.

The Blackburn-based builder claims it is the only right-hand-drive Volvo B58 to be fitted with a double-deck coach body, although a similar conversion of B10M chassis for Plymouth Citybus three years ago has proved a success.

The vehicle has 66 reclining seats and a large luggage compartment built at the rear.

The Volvo was originally fitted with a 53-seat Caetano body before being purchased by Skills Motor Coaches of Nottingham, which jointly

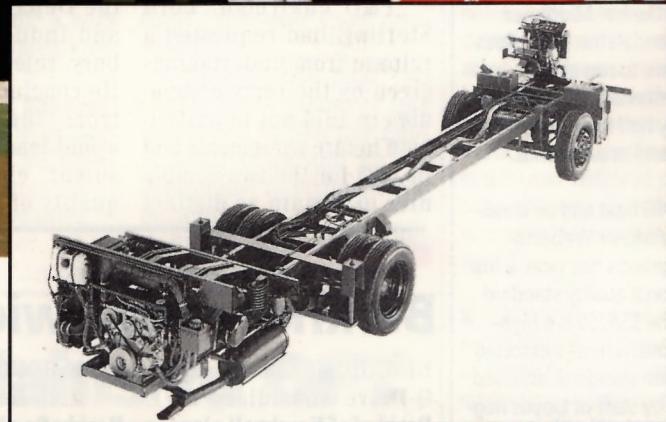
owns the vehicle with ELCB.

Although Skills originally intended to use it for holiday runs to the coast, the reconstruction took two years and the vehicle is now for sale.

CBW



SB 3000



The holiday was a success before it began!

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■ A NEW travel firm has emerged in Bath in place of its predecessor, Link-up travel Ltd, who have gone into liquidation.

The new firm, Hotel Agents has the same address, staff and directors and was open for business following Link-up's demise. Despite persistent attempts by Coach and Bus Week to contact the directors, they were not available to comment on the changes. Link-up specialised in wholesale holiday packages, dealing with hotels and operators throughout the country.

■ TWO new services are being introduced into London's Park Royal area as part of a commercial regeneration programme. Harlesden City Challenge Ltd is providing financial support for the two services PR1 and PR2, to be operated by CentreWest and Metroline. The PR1 service will serve Ealing Broadway and beyond, taking in areas not covered by existing routes.

The PR2 route will follow a circular route in both directions taking in Central Middlesex Hospital and Acton Lane. Both services are to run at 15-minute intervals on weekdays and every half hour in the evening and at weekends.

■ LEADING heat and air conditioning producer Webasto Thermosystems has won a top international quality standard award. The BS5750 is a high-profile Government-supported certification standard, assessed last June by staff of Lloyds Register Quality Assurance. Webasto is the first organisation in its field to receive the coveted accreditation standard. Managing Director Phillip Busher said: "We can now substantiate our claims to provide the highest quality products and services to existing and potential customers by providing quality endorsement of a totally independent and internationally respected authority."

■ ERNEST Rothwell Ltd of Heywood has gone into liquidation. Rothwell's coach operation, which started in 1946, reached its peak in 1989-90 with nine vehicles but had contracted to two when it ceased trading last week. Stephen Comm & Co of Manchester was appointed liquidator at the creditors' meeting on July 28.



■ COACH

Ferries can't unite against the tunnel

SHORT Channel crossing ferry companies P&O and Sealink will not be released from their undertaking not to operate a joint service when the Channel Tunnel opens for passenger travel next April.

P&O chairman, Lord Sterling, had requested a release from undertakings given by the ferry companies in 1974 not to participate in fare agreements and in 1982 for the two companies to remain as distinct

and separate. He said P&O would need to collaborate with other operators on a joint response to the Channel Tunnel.

But Minister of State at the Department of Trade and Industry, Tim Sainsbury, rejected the request. He concluded that release from the undertakings would lead to reduced consumer choice, reduced quality of service and the

By Richard Simpson

removal of effective price competition.

He also concluded that it is too early to say what the impact of the Channel Tunnel will be on competition and that, in these circumstances, the interests of passengers and freight operators are best served by a continuation of the existing undertakings.

He said: "It will of course remain open to P&O or Sealink to approach the

Director General of Fair Trading again to seek release from the undertakings.

"I would expect any new application for release to depend, however, on new information, for example actual traffic data following the opening of the Channel Tunnel. I would not expect such information to become available before autumn 1984."

■ Channel Tunnel opening: Tourism page 28.

■ COACH

Berkhof range widened

BERKHOF's sole UK agent, Q-Drive subsidiary AVE Berkof of Bracknell plans to strengthen its position in the UK market with an enhanced winter build programme.

This follows three years of successful trading in which sales have hit around 30 units per year.

David Waterman of AVE Berkof said a range of models had been ordered on a wide choice of chassis. These include the Dennis Javelin in its 8.5, 10 and 12-metre variations, Scania K113CRB, and the MAN

11.190 HOCLR midi chassis.

Also featured in AVE Berkof's plans is the MAN 18.370 HOCLR 12-metre chassis (Coach and Bus Week, July 31). Berkof has emerged as the bodybuilder for the first right-hand-drive 18.370s and Mr Waterman says the first customer orders have been placed for delivery early in the New Year.

Berkof coachwork, which now meets ECE R66 roll-over regulations, will continue to be available on Volvo chassis.

■ COACH

Wight launch

THE FIRST new ferry service to cross the Solent for 20 years is to be launched by the Red Funnel Group next year.

The Cowes Castle ferry is to be replaced on its Southampton-Isle of Wight crossing by a new vessel, Red Falcon, which can carry more than 15 coaches, double the capacity of its predecessor, and is due to go into service by Easter.

Red Funnel said coach business was up 48 per cent on the previous year. Com-

bined with a six per cent growth in car traffic, it has provided 25,000 extra passengers.

Red Funnel's marketing director Olive Glass said: "The increases we have made in the coach market reflect the effort we have been making into this aspect of the business.

"The new ship will provide us with the flexibility to accommodate more coach traffic, particularly on peak summer Saturdays."

■ COACH

East Yorks goes for Expressliner 2s

HULL-based East Yorkshire Motor Services has joined the growing number of companies purchasing the National Expressliner 2, with two new 46 seaters dedicated to Rapide services (right).

The Volvo B10Ms are destined for the regular 562 London service and join seven Plaxton

Expressliner 1s on NatEx diagrams.

Joint managing director Godfrey Burley said the new Expressliners would replace two Leyland Tigers dating back to 1986. "One will be retained on express duties for the rest of the summer, while the other is being transferred to our EY Travel subsidiary," he said. **CBW**



■ BUS

Alexander wins £13m Stagecoach bus order

By Richard Simpson

WALTER Alexander has won the largest order for bus bodies to be placed in the UK since the mid-1980s.

The £13 million commitment from Stagecoach Holdings involves 380 bodies over two years.

There are options to increase the order by a further 240 units, which would increase the total order value to around £23 million.

The order covers the full Alexander range of mini, midi, single and double-deck bodies on the usual Stagecoach chassis choices of Volvo, Dennis and Mercedes.

It means continued high volumes of work for Alexander's factories in Falkirk (big buses) and Belfast (minis) and there is a possibility of more staff being taken on in Northern Ireland.

Stagecoach chairman Brian Souter said: "With a business the size and prominence of Stagecoach, we recognise the need to pro-



Stagecoach order means continued high volumes of work for Alexander's

vide our passengers with modern, comfortable and cost-effective vehicles.

"Our experience with Alexander bodies has given us confidence in the company and the products and therefore we are able to place our exclusive requirements for the next two years with Alexander."

Walter Alexander's chief executive, Ian Galloway, said: "We are delighted to have been successful in securing this work for our

factories against some very keen competition.

"We have been supplying Stagecoach with products for the past three years and view this latest contract as confirmation of a very successful customer-supplier partnership.

"We have the capacity and the resources to support the quality and volumes demanded by Stagecoach at a highly competitive price."

Sales director Clive Hodgson added: "An order

of this size gives Alexander a marvellous opportunity to further develop our business potential and this is a remarkable endorsement of the Alexander product and our total Customer Care approach.

"During the past two years, sales turnover has increased by 100 per cent and this is a trend we are determined to maintain into the future."

■ Stagecoach 1992-1993 financial results: Page 16.

■ BUS

Yorkshire Travel complains to OFT

DEWSBURY independent Yorkshire Travel has complained to the Office of Fair Trading after an attack by Caldera Holdings subsidiary Yorkshire Woollen of Dewsbury threatened to undermine operations of two contracted services for West Yorks PTE.

Yorkshire Travel's managing director Paul Bell said Woollen's action in registering a commercial operation in front of parts of the subsidised services threatened his revenue and the long-term viability of the contract.

"They didn't tender for the services themselves," he said, "but they are out to run in front at any cost to sabotage my operation."

Yorkshire Travel took over the two-vehicle contract for services from Batley to Rothwell and Batley to Morley in May after undercutting another independent - Black Prince of Morley - which had previously held

the contract. Since then Woollen has introduced a one-vehicle commercial schedule which precedes Yorkshire Travel on sections of the route and is operated by a regular driver.

Mr Bell has complained

to the OFT that Woollen's action is not viable and he has supplied the OFT with computer software to enable an accurate assessment of operating costs to be made.

"Perhaps they're retaliating against my commercial routes which compete with them between Wakefield and Dewsbury but I don't think it's right that an operator can challenge part of a subsidised route when its operation is clearly unviable," he said.

The OFT is understood to have asked Woollen for a breakdown of costs and receipts over the first four weeks of operation to enable it to assess the complaint. CBW



Yorkshire Travel has supplied OFT with software

■ A NATIONAL award scheme for customer service has commended Brighton & Hove Bus and Coach Company. The Daily Telegraph and Firstdirect sponsored Customer First Awards went to the Sussex firm for its efforts in addressing the decline in bus usage and reliability.

The judges, which included UK Coca-Cola president Penny Hughes and 3M chief executive Bob Tyrell, commended the company for its regular customer research, the launch of a passenger charter and the introduction of a comprehensive timetable, linked to other operators' routes. Brighton & Hove faced stiff competition from 200 entries throughout British industry.

■ THE Department of Transport has given the go-ahead for local authorities to extend traffic-calming measures. Minister for roads and traffic, Robert Key, announced the measures to help reduce road casualties and improve the environment.

Chicanes, build outs, pinch points, gateways, rumble devices, islands and over-run areas are all measures being looked at by local authorities. Mr Key said: "I want to see traffic calming spread as rapidly and widely as possible to small towns and villages as well as to larger urban locations."

■ COOMBS Travel of Weston-super-Mare has taken delivery of a new Scania K93 as part of an on-going refurbishment programme. The Plaxton Premiere 320 body has double glazing and 53 reclining seats. It will be the first Scania in Coomb's 30-vehicle fleet and will be used mainly for private tour work.

■ PANIC alarms are to be fitted to Portsmouth's buses after a series of knife attacks. Transit Holdings subsidiary, Red and Blue Admiral Buses hopes the move will increase the safety of its drivers.

■ AVON County Council is to review a new Bristol bus lane after a petition from local residents. They claim parking restrictions produced by the lane are harming local trade, inconveniencing residents and presenting a hazard to the elderly and disabled. More than 1,000 signatures have been collected for the petition.

■ COACH AND BUS

Richards Bros wins top prize

RICHARDS Brothers, the Cardigan-based coach operator, has won the £5,000 top prize in the ICI Autocolor sponsored Coach and Bus Week privilege card competition. The company, which operates a fleet of 57 vehicles, wins the services of a professional design team specifically commissioned to create a tailor-made livery.

Together with 20 runners-up, Richards Brothers will also receive a free Paintspec analysis package - a professional livery management system developed by ICI Autocolor to minimise downtime, cut long-term

By Mike Morgan



Privilege Club Card

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Your Privilege Card number is on the reverse of this Card.
For conditions refer to your Privilege Club Card letter.

maintenance costs and streamline the whole area of livery management.

The foundation of Paintspec is an analysis of a fleet by ICI Autocolor experts responsible for developing the optimum livery management programme. For example, the

team might recommend that new vehicles should be finished in a two-pack paint system such as Turbo Plus so eliminating altogether the cost and downtime involved in the mid-life re-spray. On the other hand, the team might recommend no more than cosmetic work for vehicles close to the end of their working life.

In short, by the end of the Paintspec process, operators will have a detailed plan of how to keep the fleet looking its best and keep cost to a minimum. A prize worth winning.

The other 19 lucky Coach



Martine and Malcolm Richards are congratulated by ICI Autocolor's Windsor Steer

and Bus Week readers are:

Whippet Coaches of Huntingdon; Essbee Minibus of Coatbridge; Hollinshead Coaches of Stoke on Trent; Altona Coaches of Gateshead; Coach Stop of Leigh on Sea; B&D Travel of Stockport; Claremont Coaches of Worcester Park; Smiths Imperial Coaches of Birmingham; Ajax Coaches of Hornchurch; Carl Ireland of Hull; Crossroad Coaches of Durham; Bakers Coaches of Stoke on Trent; E Shaw & Son of Peterborough; Goodwells Coaches of Stockport; Raj Coaches of Birmingham; Alpha Company of Littlehampton; Cygnus Services of Glasgow; Rambler Coaches of St Leonards on Sea, and H Semmence of Wymondham.

■ BUS

Eight operators battle it out in Paisley

A BUS war in Paisley is reaching fever pitch, as eight low-cost minibus operators join what was previously an overspill of the post-deregulation chaos in Glasgow. The centre of Paisley now displays all the classic symptoms of over-bussing - with excessive duplication, fare wars, triple parking and the "boxing-in" of competing buses.

Over the last three years the larger operators such as 339-vehicle operator Clydeside, 773-vehicle Strathclyde Buses (formerly Glasgow Corporation Transport) and local long-established independent 20-vehicle operator McGill's Bus Services Ltd have been joined by what some of them describe as the "bread van scenario" of small, low-cost operators.

These include Yellow Rider, operating six 16-seat van conversions; Bridge Coaches with 10 29-seat Mercedes midibuses; Bellview Coaches running nine midi and minibuses; Clock Coaches of Gourock operating two minibuses; Lianne Coaches with three



Mid-afternoon bus busy-ness in Paisley

minibuses; Dicksons of Erskine with three minibuses; and Hutchison of Renfrew with three minibuses. But the latest incursion into the area, by Fairways of Renfrew with two Carlyle-bodied Freight Rovers on the Paisley to Barrhead route last month, has provoked an angry reaction from the dominant incumbent operator McGill's.

"It is a classic example of cherry picking," complains McGill's managing

director Gordon McGill, who is currently serving as Section A chairman of the Bus & Coach Council in Scotland. "Fairways started operation on July 5 on the same fares. Three days later on July 8 it cut these by 25p, operating on the same route with no variations on top of an existing 10-minute frequency - but only from Monday to Saturday between 7.20am and 6pm. It is creating wasteful competition, and clearly our off-peak ser-

vices are threatened if our revenues continue to be attacked during the remunerative periods."

Fairways of Renfrew proprietor Matthew McQuillien cites the use of excessive duplication by McGill's as the reason behind his "fares war" strategy: "McGill's started running

one duplicate at the front of our service and one at the back," he said. But the local tenants' association in Barrhead is currently arranging a meeting with the police and politicians to complain that McGill's is trying to prevent competition by running us off the road."

Mr McQuillien also denied he is a cherry picker: "McGill's has operated here for over 30 years - we've only been here for four weeks. We are wanting

to get established, but Gordon McGill is wanting us to run and not make a profit. Once we are established we will ask people what extra services they require." He also added that an alleged "boxing-in" incident at the main pick-up point in Gilmour Street late last week, with a McGill's bus scraping the paintwork of a Fairways' vehicle with its mirror, had given rise to a report to the police.

Gordon McGill acknowledges that Fairways is not operating illegally under the terms of the Transport Act, but keeps his powder dry for the Government. "They have placed the Scottish bus industry into a competitive sink-or-swim environment, which necessitates a response to incursion by employing additional resources to protect market share and stimulate competition. In terms of public need the use of these resources is wasteful - and both inhibits investment in new capital equipment and the provision of an adequate bus service at all times of the day."

CBW

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■ LIGHT RAIL

Consortium for Centram collapses

WEST Midlands Passenger Transport Executive's plans for an early start on the Midland Metro rapid transit system have hit a delay with the collapse of the consortium selected by the PTE to design, build, operate and maintain the first £112 million phase of the system.

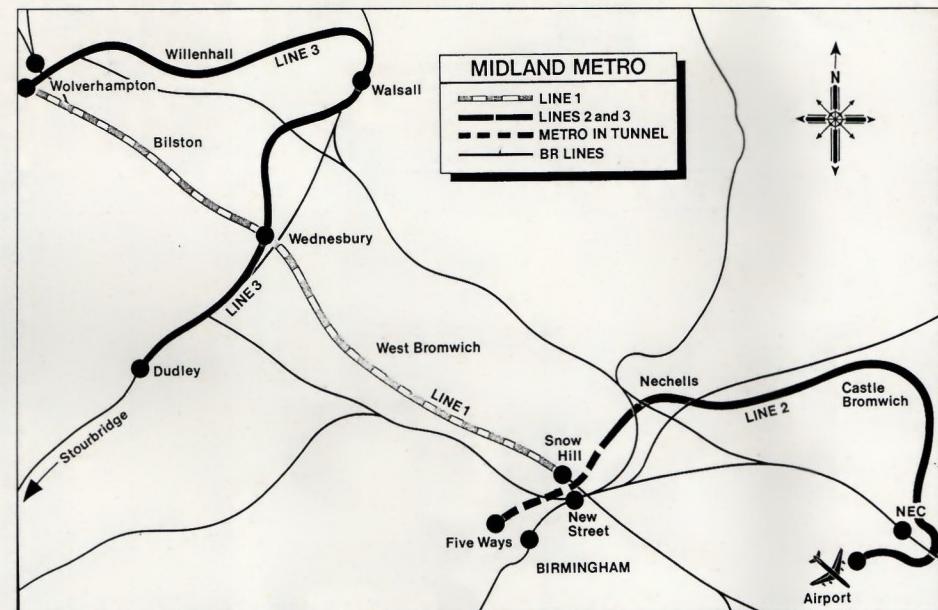
Centram, the consortium formed by Italian manufacturer Ansaldo Transporti SpA of Napoli and Taylor Woodrow, which had been chosen to start the initial 22 km route from Birmingham to Wolverhampton, collapsed when Taylor Woodrow failed to endorse the joint venture agreement by the July deadline.

By Andrew Jarosz

It had planned to contribute £10 million towards construction in exchange for a 20-year franchise to operate the line.

Claudio Artusi, Ansaldo's vice-president, who had already signed the agreement with West Midlands Passenger Transport Executive, said that his company would immediately begin looking for a new partner to rebid for the full contract.

The PTE, however, is reported to have opened up new negotiations with Eurotransit, a consortium of German manufacturer AEG



Midland Metro plan showing routes of Lines 1-3

Westinghouse Transporte Systeme GmbH of Berlin, and Tilbury Douglas, whose original bid was some £9 million higher than Centram's.

"Taylor Woodrow had tried to change some of the basic principles in the agreement," PTE director general Bob Tarr told his

transport authority. "Ansaldo must feel very let down after all the effort and resources they have put in to win the tender."

According to the *Financial Times* the building group was "engaged in economy drives to avert losses in its contracting business and its negotiators may have gone

further than the board thought prudent."

The appointment of contractors for the line had been seen as a way of putting pressure on the Government to release funding for the project but, with the current squeeze on spending, a start before 1995 is now unlikely.

■ COACH

White sale completion postponed for 21 days

EMPLOYEE-owned Chesterfield Transport's take-over of Derbyshire independent operator E T White & Sons of Calver (*Coach and Bus Week*, July 24) hit a last-minute postponement as the sale reached completion.

Although terms had been agreed, the formal completion was postponed for three weeks to allow Chesterfield's new managing director Stuart Hyslop time to study full details of the deal.

"Although the deal looked very good on paper, I wanted a bit of time to check out all the figures," said Mr Hyslop. "I needed a few more assurances on all the practicalities of the arrangements, and I'm already a lot happier."

The acquisition of the 20-vehicle business, but not the operating premises, means that existing contracts and services will con-

tinue to operate out of the Flint House garage in Calver, which continues to be owned by the White family. Chesterfield will buy in maintenance and garaging, although day-to-day management will be under the control of John White, who is joining the Chesterfield payroll.

White's identity will continue to reap maximum goodwill although there will be some merging of the ser-

vice and coaching fleets.

Mr Hyslop, who is still in charge at Darlington Transport, piloted the acquisition of two coach operators, Rydal Coaches and Watsons Coaches, by DTC in recent years and turned down at least two other opportunities to buy local operators. He is hoping that the deal will be formally accepted on Monday with completion scheduled for the end of next week.



White's identity will continue to reap maximum goodwill

■ BUS

Hyslop in md move

STUART Hyslop, currently managing director of municipally-owned Darlington Transport, has been appointed md of employee-owned Chesterfield Transport, succeeding Willie Coupar, who has joined IPA in London.

Mr Hyslop, 44, who takes over his post on November 1, started his career in public transport in 1973 as a conductor with Rotherham Corporation Transport and became senior traffic officer with South Yorkshire PTE at Rotherham.

He moved to Wakefield in 1977 as operational projects officer with West Yorkshire PTE and was appointed assistant transport manager by Darlington Corporation Transport in 1979.

He was promoted to general manager at DCT in 1982 and became chairman and md of Darlington Transport in 1986 when the new company was formed.

● Diary: Page 19.

■ BUS

WMT buys Metrowest

WEST Midlands Travel has acquired a major Dudley bus operator after the departure of one of the directors.

Metrowest Omnibuses was bought out by WMT after founding director Keith Danks departed from the company last month.

The company has been going for five years and built up to 25 vehicles, operating stage services in the Dudley area.

WMT has appointed a nominee director, Julie Giles, to replace the departed Mr Danks.

Metrowest spokesman, Jeff Lusher said: "Our intention is to continue running as a completely separate company to West Midlands Travel."



Sold to WMT



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**1988 E DUPLE 425-
CUMMINS L10, AUTOMATIC GEAR-
BOX, 50 seats + courier, rear sunken toilet,
continental door, fridge, drinks machine,
MoT 3/1/94.**

**1988 E DUPLE 425-
CUMMINS L10, 7 SPEED
MANUAL GEARBOX, 51 reclining
seats + courier, centre sunken toilet,
fridge, drinks machine, continental door,
choice of two, MoT's 23/12/93 & 6/1/94. **1**
ONLY REMAINING**

1986 (C) LEYLAND TL11-260
5 speed hydraulic gearbox, Berkhof Everest 3.7h/floor, 49 reclining seats, o/s centre sunken toilet, o/s continental door, curtains, choice of 4.

1984 (Dec) LEYLAND TL11-245
5 speed hydraulic gearbox, Berkhof Everest 3.7h/floor, 53 reclining seats, curtains.

Neoplan

Leyland

**1987 NEOPLAN JETLINER
SCANIA K112 - MANUAL.**

49 seats + courier, o/s continental door, o/s toilet.

**1983 (PP) NEOPLAN-SKYLINER
MERCEDES V10 - ZF MANUAL,**

77 retrimmed seats + courier, toilet, fridge, water boiler etc. -current MoT.

**1989 (F) LEYLAND TIGER
CUMMINS L10 - 2500, ZF**

MANUAL GEARBOX PLAXTON
3200, recliners + 4 standees, double glazed tinted blinds to side windows, radio/pa/cassette, Telma, ABS & chassis autolube, excellent value & condition, MoT's from Nov '93 to Feb '94
2 ONLY REMAINING

VOLVO

VANHOOL

Toyota

**1987 (D) VOLVO B10M
- PLAXTON 3200**

(low driver), Telma, 53 Vogel seats and courier, double glazed, curtains, radio/pa/cassette, part pannier lockers, MoT 1994.

**1988 (E) VAN HOOL T815
ALIZEE H. (CUMMINS L10).**

6 speed, ZF gearbox, 49 recliners + courier, o/s centre continental door, o/s centre sunken toilet. Doubled glazed, TV, drinks, radio/PA/Cassette, drivers bunk, maroon curtains, Webasto + Telma.
1 ONLY REMAINING MoT 3/2/94

1989 (G) TOYOTA - OPTIMO

(6cyl), 18 seats, curtains, power door, current MOT.

**Carlton House
Euroway Estate
Hellaby
Rotherham
South Yorkshire
S66 8QL**

■ COACH AND BUS

Monitor on legislation

By Ian Young

A NEW organisation aimed at monitoring coach and bus legislation has been launched.

Coach Industry Action Group includes operators and manufacturers and was set up to give extra impetus to other trade bodies campaigning for the industry.



John Slatcher

Shearings' managing director John Slatcher said: "Coach passengers are in danger of being singled out by bureaucrats imposing discriminatory taxes, and speed and weight limits."

Members include Wallace Arnold, Excelsior, Volvo and Plaxton and, with membership open to all in the industry, applications are increasing.

At a formation meeting at Westminster, Lord Howie and MPs, Tom Cox and Peter Fry were on hand to advise the organisation on forthcoming issues such as proposals to place VAT on public transport.

Wallace Arnold's John King stressed the organisation had limited aims, but would take up issues of great importance.

■ COACH

Mystery over moved firm

CUSTOMERS of Cosworth Enterprises Ltd are anxious to know their whereabouts, after a swift change of address last month.

The Crewe-based firm, which specialises in moquette fittings, took with it money for work that hasn't been completed.

Bilton Coach Floor Centre, of Filey, Yorkshire has served proceedings against

Cosworth to recover over £500 and a warrant of execution has been issued by Crewe County Court.

When the warrant was served, their premises at Crewegate Farm Industrial Estate had been vacated with no saleable goods or forwarding address.

Barry Green, of Nu Venture Coaches in Maidstone, has also taken legal action

against the company to recover £1,500 deposit.

Mr Green said: "We agreed to have three vehicles refitted with the firm. The third was not completed by the agreed date and was forced to take the work elsewhere."

The Nu Venture managing director put the matter in the hands of his solicitor to secure the deposit.

■ COACH AND BUS

Scrap-tacho plan opposed

A PROPOSED EC directive to replace tachographs with electronic smart cards has been opposed by transport industry groups.

Following the introduction of black box technology to record crashes, an EC working party has drafted a directive to use similar technology to supersede the tachograph with a more efficient hi-tech device.

The Bus & Coach Council's Public Affairs Officer, Steve Rooney said: "This move could add enormous costs to transport, especially when there is no major problem with the tachograph technology."

The directive, drafted last February, was opposed by Germany, Britain and Belgium when it was presented to the transport committee in

May.

The commission estimates that it would cost 300 ECUs (£235) to fit the device to vehicles, even before installing the necessary computer system to interpret the data.

Freight Transport Association's Director of Transport, David Green said: We need a system that provides flexibility."



THIS WEEK'S USED VEHICLE SELECTION



89 (F) VOLVO B10M - PARAMOUNT 3500. 53 recliners, continental door, tinted windows £82,500



89 (F) DAF SB 2300 DHS - ALGARVE. 53 recliners, courier seat, power door, tinted windows £64,500

SPECIAL OFFER



85 (C) LEYLAND TIGER - S/A - Plaxton Paramount 3500. 49 recliners, rear toilet, power door, continental door.

SPECIAL NETT PRICE £36,500



87 (D) VAN HOOL AL 200. 53 recliners, toilet, power door, soft trim £62,500



89 (F) TOYOTA OPTIMO I. 21 seats, power door, tinted windows £26,950

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*Keith Taylor, Managing Director
National Express*



"A lifetime's work in four years - that's what we want from a Plaxton body."

**Keith Taylor, managing director,
National Express.**

National Express ranks as one of Europe's biggest and most successful operators of express coach services. Its routes cover the length and breadth of Britain, from Aberdeen in the north to Penzance in the south.

It's a demanding operation with high vehicle mileages, high passenger loadings and no room for error. And it comes as no surprise that for this most arduous of operations National Express chooses Plaxton.

The latest National Expressliner offers high standards of comfort for up to 49 passengers - and it's based on Plaxton's successful Premiere 350.

"We are selling a high quality service in a very competitive market," says Keith Taylor, managing director of National Express. "Our promotional campaigns are designed to win new customers - and we've got to back up the advertising messages with a coach which will live up to our customers' expectations.

There are now 200 Expressliners in service, including twenty new Premiers offering 10,000 seats a day to National Express customers. Each Expressliner averages 150,000 miles a year which is a pretty fair test of serviceability and of durability.

And it's a test which Plaxton passes with flying colours.

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Stagecoach profits up 57 per cent

STAGECOACH'S preliminary results for the year ending April 30, 1993 show profits up to £12.9 million from £8.2 million the previous year (*Coach and Bus Week*, July 31).

Chairman Brian Souter said: "In the current year we will continue to look at further ways to improve operating margins. The first three months' trading has been up to expectations and I am confident about prospects and new opportunities.

By Richard Simpson

"The year has seen more exciting developments for Stagecoach culminating in the successful public share offering. We now have some 26,500 shareholders and I would like to extend my own personal welcome to what will hopefully be a long-term relationship.

"Our corporate objectives are twofold: First to maximise profit margins at all our existing operations;



Now around 26,500 shareholders in Stagecoach

second to acquire undervalued or underperforming companies where we can identify the potential to improve operating margins.

"During the year we increased our bus-operating portfolio with the addition of the trade and assets of Alder Valley's operations in Hants and Surrey and Wellington City Transport in New Zealand.

"We also divested our loss-making coach operation in Canada. We now operate over 3,300 vehicles and employ approximately 11,400 staff.

"I am also pleased to report that the balance sheet is in a strong position following the injection from the flotation of £20.6 million of new equity funds. Gearing is down to 58 per cent at April 30, 1993, compared to 243 per cent last year and our forecast of 60 per cent at the time of flotation. Capital employed has increased from £19.2 million to £45.3 million.

"An interim dividend of 0.1p per share (net) was declared on November 30 1992. No final dividend is to be paid in respect of the financial year but dividends would have been 1.8 times covered, based on the notional net dividend of 3.8p per ordinary share set out in the flotation prospectus. Interest cover for the year was 3.5 times.

"The proceeds of the flotation will be used to assist further acquisition-led growth. Since the year-end

we have exchanged contracts to acquire East Kent Travel Ltd and we are currently investigating a number of other UK bus opportunities and anticipate substantial activity over the next 12 to 18 months.

"As part of our strategy of fleet improvement, we have taken delivery in the last year of 299 new vehicles in the UK and 112 new vehicles for overseas operations. In the next 12 months, we will take delivery of 305 vehicles in the UK and 50 vehicles overseas.

"Our committed new vehicle expenditure over the next two years is £27 million following £40 million of new

buses in the last three years. Maintenance cost savings from fleet replacement are already exceeding our initial expectations.

"In the current year we will continue to look at further ways to improve operating margins. The first three months' trading has been up to expectations and I am confident about prospects and new opportunities.

"I take this opportunity to record my sincere thanks to management and employees for the strong commitment they have again shown to the growth and development of the group and for the contribution each individual has made."

CBW



£40 million worth of new vehicles

PROFIT AND LOSS ACCOUNT

	1993	1992
	£,000	£,000
Continuing operations	148,108	131,461
Acquisitions during the current year	4,385	Nil
	152,493	131,461
Discontinued operations	1,818	9,211
	154,311	140,672
Operating costs	(137,977)	(126,083)
Group overheads	(1,218)	(1,264)
Other operating income	3,212	2,459
OPERATING PROFIT	18,328	15,784
Profit on property sales	219	244
Loss on sale of discontinued operations	(434)	(353)
PROFIT ON ORDINARY ACTIVITIES		
BEFORE INTEREST AND TAX	18,113	15,675
Interest payable (net)	(5,159)	(7,434)
Taxation	(3,433)	(1,533)
PROFIT ON ORDINARY ACTIVITIES AFTER TAX	9,521	6,708
Minority interests	(944)	(477)
PROFIT FOR THE FINANCIAL YEAR	8,577	6,231
Dividends	(561)	(1,862)
RETAINED PROFIT	8,061	4,369

GEOGRAPHICAL BREAKDOWN

	1993	1992
	£,000	£,000
Scotland	35,625	28,416
North west England	33,249	32,607
Midlands	31,470	30,980
Southern England	23,675	19,888
UK total	124,019	111,891
Overseas operations - Africa	24,089	19,570
Acquisition - New Zealand	4,385	Nil
Total from continuing operations	152,493	131,461
Turnover from discontinued operations	1,818	9,211
Total turnover	154,311	140,672
OPERATING PROFIT		
Scotland	4,363	5,054
North west England	4,568	4,003
Midlands	4,416	4,693
South England	2,801	1,555
UK total	16,148	15,305
Overseas operations - Africa	3,207	1,838
Acquisition New Zealand	679	Nil
Total - continuing operations	20,034	17,143
Group overheads	(1,218)	(1,264)
Redundancy costs	(1,184)	(706)
Prior year rates rebate	600	Nil
Total operating profit	18,328	15,784

How long do I have to get a new transport manager?

Q My CPC-holding transport manager has just handed me his notice. How long do I have to replace him?

SM, Cumbria

a Under Section 19 of the Public Passenger Vehicles Act 1981, any change in the identity of the transport manager has to be notified, in writing, to the traffic commissioner in whose area the licence was granted, within 28 days of the occurrence.

Schedule 3, Paragraph 5 of the same Act empowers the traffic commissioner to set such period as is reasonably required to allow for the replacement of a transport manager who ceases to work for the business.

I would suggest that, in your letter advising the commissioner of the departure of your transport manager, you should indicate the steps you are taking to effect replacement and request the commissioner to allow you a suitable period to appoint a successor. Depending on the circumstances, three months might be regarded as reasonable.

May I add two related pieces of advice? Do not regard any spell without a transport manager as a time when responsible compliance with all aspects of the law can be allowed to slip.

Indeed, you should be super-diligent in seeking perfection in these matters, for it is quite likely that the proper performance of the duties under the licence will be the subject of regulatory scrutiny while you do not have your own transport manager responsible for compliance.

You did not indicate how much notice your transport manager had given. In view of the importance of the position to the retention of your O-Licence, it might be a good idea to have a longer period of notice in a TM's contract of employment than the statutory minimum that you are entitled to receive - say at least four weeks.

QUESTIONS & ANSWERS

Questions on any aspect of coach or bus operation that is giving you problems should be sent to: Marksman, Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS or by fax: 0733 62656.

Q I have just seen a tour brochure of a very well known operator. It clearly states its date of issue to be March 1993. The terms and conditions printed in it are headed "Fair Trading Agreement", but they do not show how the clients' money is secured, or arrangements for repatriation, in the event of insolvency. Surely this, and other information, must be in a brochure first produced after January 1 1993 for it to be legal under the package tour regulations?

MN, S Yorkshire

a The Fair Trading Agreement (FTA) is a set of terms and conditions that had to be used by members of ABTA and BCC's Bonded Coach Holidays (BCH) prior to the current legislation.

You are right that, in principle, they have been overtaken by events. The opening paragraph of the FTA does refer to the company using the FTA being a member of either ABTA or BCH and that these organisations require a bond as a condition of membership.

I share your doubts whether this properly gives the information on security of customers' money and repatriation that does indeed have to be in any brochure.

Subject to the individual tour

details in a brochure showing all the other information now required by law to be in any brochure, there is no other obvious reason why the FTA does not satisfy the regulations regarding actual brochure content, other than the fact it may contain misleading information - which is itself an offence.

For what alarms me is the fact that, on a booking being made and accepted, the FTA states the contract is made under the terms of the FTA, ie that the FTA forms the basis of the contract. In that role it is seriously adrift from the Package Tour Regulations regarding: price revision; complaints; transfer of bookings; cancellation due to insufficient bookings; and possibly to limits on compensation.

Q (a) Can a driver take part of a split daily rest on a ferry and if so, does he have to have a bunk or couchette provided? (b) Can a driver take a weekly rest on a long ferry crossing, ie. one of more than 24 hours at sea, bearing in mind that he should be free to do as he likes on a weekly rest? He may be unable to do what he likes aboard a ferry.

LW, Norfolk

a Split daily rest can be taken anywhere - other than on a moving vehicle.

A vehicle is defined by the Regulations and is only what one might conventionally expect, ie it does not include a boat or something running on rails.

The general split rest provisions are in Article 8 of Regulation 3280/85/EEC. To split daily rest the total period must be extended to 12 hours. This can be split into a maximum of three parts, one of which must be at least eight hours and none less than one hour.

Any one of these parts could be taken on board a ferry without any requirement for a bunk or couchette to be provided. In addition, Article 9 sets out special rules that may (not must) be applied to splitting rest on ferries (or trains).

These provide that, if the normal (unbroken) rest period (which could be between nine to 11 hours) is extended by two hours; it can then be broken just once, immediately before or after a ferry journey, to move a vehicle on or off the ferry.

The time spent doing so must be as short as possible, and not more than one hour including customs and any other formalities. Furthermore, for both parts of split rest taken under this Article, the driver must be able to have access to a bunk or couchette, so you need to decide which way of splitting rest is best suited to the overall journey and ferry crossing that is being made.

Turning to the second part of your question, the Regulations define rest (whether daily or weekly) as "any uninterrupted period of at least one hour during which the driver may freely dispose of his time."

This does not mean a total freedom to do what he likes, but rather that he is not doing any of the other things that have to be accounted for under the hours and tachograph regulations, ie. driving or other work. This interpretation is supported by the very fact that the regulations allow for some part of daily rest to be taken on a ferry.

MARKSMAN WILL ANSWER MORE QUESTIONS ON AUGUST 21



Plate has taste of the unusual

PROVING that this magazine is never parochial, we have evidence that the latest craze for personalised or customised coach and bus number plates is not a phenomenon exclusive to either the United

Kingdom or the United States of America.

Braving the terrorist gunfire and searing temperatures of over 150°F, our Middle East correspondent has enclosed a photograph of a Mercedes 0303 inte-

gral coach of Misr Travel of Luxor, Egypt.

Proving that the Egyptians also have a taste for the unusual, the Arabic translation (which of course reads from right to left) is 0303!

Candidate took a break - from his holiday

CONTENDER for the longest-distance-travelled-for-an-interview award of 1993 must be Stuart Hyslop of Darlington Transport, who has just landed the top job at Chesterfield Transport.

Stuart cut a two-week holiday in Europe short by two days to attend the final interview, and beat an internal candidate and two people from outside the industry for the main prize.

Having started as just one of over 300 applicants, he must have been very surprised to have to fly back early from Austria, to clear the final hurdle. Presumably Chesterfield Transport now has an equally surprising bill for interview travel expenses to sort out!



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ALIZEE, 48 recliners, rear floor mounted
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curtains, carpets, courier seat, video
£43,000

Grey-Green founder was George Ewer

From Frank Wright

SIR

The report that Sir Tom Cowie is to retire and that he was founder of Grey-Green is not correct (Coach and Bus Week, July 26).

Grey-Green was founded by George Ewer and the company remained in the Ewer family until the early 1980s when Tom Cowie gained control of the company.

It may also be of interest to note that at one time Grey-Green also operated a number of road tanker lorries.

Frank Wright
25 May Road
Rochester
Kent

Are we up creek with no paddle?

From a Concerned Owner/Driver

SIR

We are led to believe that the scenic coastal route from Portree to Uig on the Isle of Skye has been closed to coaches at very short notice.

If this is true, and our informant claims that he gleaned the information from a Skeways driver so this would seem likely, where does this leave those tour operators who have included this area of Skye in their tour programme?

Would such a ban be an acceptable excuse to amend the itinerary under the new "customers' charter" or are we up the proverbial creek without a paddle and liable to compensate our passengers?

A customer also raised an interesting point on one of our Scottish holidays the other week. In view of the blanket ban on carrying liquor on coaches in Scotland, do we render ourselves open to prosecution when passengers purchase whisky from a distillery during a visit which is part of the holiday itinerary?

Barnsley
South Yorkshire

Park and ride — questions raised

From J Diandas

SIR

Christopher Piercy's approach to park and ride is refreshing (CBW, June 12), but raises two questions, the first about high-back seats and the second about 10 to 15-minute headways.

First: have there been any surveys of present and potential bus (coach) riders, segmented by class, age, journey purpose, journey duration etc as to preference for high or low seat backs?

At least a minority might prefer low-back seats either because they are claustrophobic or because they would like unobstructed vision of the surroundings both inside and outside the vehicle. Moreover dwell-time for loading and seating riders is longer with high back.

Second: If you just miss a bus (coach), 15 minutes is a very long time to wait for a short journey. Even three minutes drags out in an isolated off-street location.

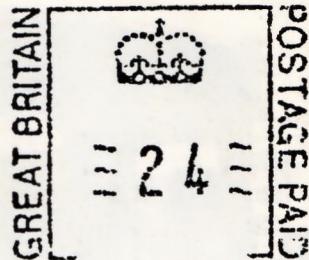
A remedy for the first question could be to have the front

few seat rows low-backed for those who do like to see what's going on. The second problem can be mitigated by locating the park-and-ride park on the left side abutting the road leading to the town centre. Having so located it, the waiting and loading shelter should be alongside the road with a clear view of it.

This would enable waiting park-and-riders to look out on (to use an old French behavioural research concept) scenes of animated human activity, and to opt for an ordinary road bus if one comes along (foregoing the free ride).

For this purpose an ordinary bus-stop should be placed very close by or better still the ordinary bus should enter the park-and-ride lot and call at the park-and-ride departure bus stop.

J Diandas
Transport & energy adviser
A I Macan & Co
Chartered Accountants
12 Galle Face Court 1
Colombo 3
Sri Lanka



Write to: The Editor,
Coach and Bus Week,
EMAP Response
Publishing Ltd,
Wentworth House,
Wentworth Street,
Peterborough,
PE1 1DS,
or by fax: 0733 62656

The editor is always pleased to receive letters for publication in *Coach and Bus Week* and will, if requested, publish these anonymously. But please attach your name and address for our information.

More balanced view wanted

From Stuart L Render

SIR

I was pleased to read that Derek Prentice says the Consumers' Association is now fully briefed on the issue of the fitting of lapbelts in coaches, although I was disappointed to see the CA found it necessary to criticise what are very real concerns to the coach industry.

It will, therefore, understand that every responsible coach operator is already fully behind any move to further increase the already excellent safety record of the coach industry, which clearly shows that, to repeat the statistic, in terms of passenger kilometres per death, coaches do 10 times better than private cars and three times better than rail. It will also be aware that an industry-wide standard on the fitting of lap restraints has yet to be agreed.

The CA might also understand our concern that the claim "as many as one in 10 deaths in coach accidents could be avoided if seatbelts had been fitted" paints a distorted picture of the hard work being put in by manufacturers and operators to further improve the industry's excellent safety record. National Express and, may I assume the industry in general, supports the CA's campaign to improve coach safety. In return, may we expect to see a more balanced viewpoint in future reports on the subject?

Stuart Render
Press & PR manager
National Express
Birmingham

Night blindness cure

From Professor Paul D Cook

SIR

I thought you would like to be updated on my work concerning drivers who suffer night-blindness. For the past six years I have been researching this problem, which has been a follow-on from my previous 25 years work in the field of medical laser optics. My most recent results, which have been verified by independent medical scientists, indicate that 20-30 per cent of all drivers throughout the world are unsafe to drive in low light conditions.

The way in which this normally shows up is either the driver does not see the pedestrian/object, or, because of a visual delay, sees them too late. A night-blind driver may suffer either one of these conditions, or a combination of both. Either way the driver can be a killer without knowing it.

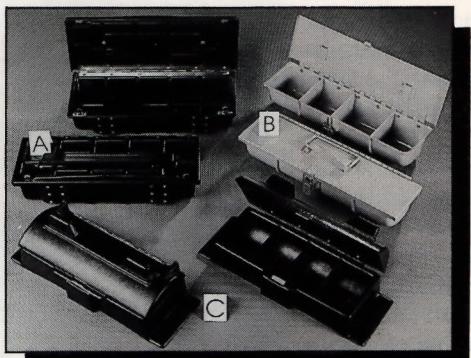
I am now able to successfully treat drivers with night-blindness, with the cost of the consultation being £85. A free information pack is available to anyone who sends an SAE to the address below.

Professor Paul D Cook
Night Vision Clinic
78 Bollo Bridge Road
London, W3 8AU

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IT'S almost a year since the Bluebird Q Bus made its UK debut at Expocoach. The intervening time has been filled with achieving European type approval and, less predictably, launching a sales drive in eastern Europe.

British and European importer Alan Wilson says the Cummins-engined buses provide operators with "endless possibilities" and "endless solutions".

Just how endless these possibilities might be became apparent when a trip to the Alan Wilson PSV premises at Ratby, Leicestershire for a test-drive became a run out to Gdansk, followed by a brief tour of Poland taking in Warsaw and Czestochowa before returning via Germany, Belgium and France.

Preparation for the 3,000-mile trip involved checking the fuel, oil water and light bulbs and packing a bag before heading to Felixstowe to catch the night ferry to Zeebrugge.

The prototype right-hand drive Bluebird is a 29-foot (8.8-metre) version. It is powered

'Warsaw is buzzing with life. Its hotel bars are full of international salesmen and glamorous women, providing an imagination-prompting scenario'

by a rear-mounted American-spec Cummins B Series engine driving through an Allison AT545 four-speed automatic gearbox.

Most European market Bluebirds are likely to have Newmatic air suspension. But the prototype is fitted with conventional steel springs which give a surprisingly soft ride coupled with good roadholding. The interior specification is fairly modest with fixed-back coach seats but - as might be expected on a vehicle produced in the southern United States - full air conditioning.

The journey to Poland was uneventful, with no border formalities to worry about. The Bluebird's ability to cruise at 90 km/h (it has a top speed of just over 100 km/h) means that the unladen vehicle is remarkably well

suited to European motorways.

Undoubtedly the roads of eastern Europe provide a real test of suspension. In particular, the autobahns of the former DDR are as good a test as hours of sustained running on the paved track at MIRA. Although united Germany is moving quickly to improve matters the eastern side of the Berlin ring and the E28 towards Szczecin are almost spectacularly bad roads consisting of rutted and breaking concrete slabs that seem to have seen little maintenance since the days of the Third Reich.

The Bluebird coped well considering its steel suspension but some pot holes and bumps did catch us unawares, causing spectacular bounces.

Entering Poland with the bus, which was travelling on a "goods for exhibition" carnet, proved quick and easy. But once in Poland, the need to collect some local currency meant stopping and fending off even more unwelcome windscreens washers than are to be normally found terrorising motorists at the traffic lights at London's Vauxhall Bridge.

It's about 200 miles of two-lane road from the German border to Gdansk on the Baltic coast. Traffic is light by western European standards and while the roads are badly maintained with plenty of broken surfaces and pot holes it is pleasant coach touring country. The standard of driving is good and the roads are well sign-posted. Local speed limits should always be taken seriously though, as radar speed traps abound.

Good weather, unspoilt towns and villages, few bypasses and gently pretty scenery made this part of the journey an enjoyable experience. It was Sunday and every village seemed full of people in their Sunday best demonstrating the influence of the Catholic church and that Poland seems to be full of pretty girls.

Trying to find your hotel is always a good way to meet the locals and our experience in Gdansk was no exception. It did not prove easy to find English speakers but the locals are very friendly and helpful and, furnished with an impromptu sketch map drawn by a passer-by, I soon found the hotel.

Coach parking in Poland is normally off-street in secure parks, and in Gdansk the security man was happy to



Alan Wilson (PSV) directors, Alan Wilson and Paul Cres

Bluebird o

Noel Millier tells how brief test-drive of the A purpose vehicle turned i - all the way to

supply a hose for coach washing if required.

The Orbis hotel in Gdansk is typically European with good and friendly service but on the night of arrival the menu seemed to be restricted to items featuring tripe in various guises, although barley soup with chicken giblets was an option.

Mondays saw the arrival of the Bluebird sales team from the UK, and we set off for the Gdansk depot of the local PKS bus and coach company for a demonstration and presentation. This gave me the first opportunity to drive the Bluebird fully laden. The load made no perceptible difference to the impressive acceleration and improved the already acceptable ride still further. The roads in Gdansk are in need of some fairly major repair and provided a stiff test for the suspension, especially when the vehicle crossed tram tracks where the surface had all but worn away.

Leaving behind a full complement of suitably-impressed Polish operators, it was back to the hotel. The area around Gdansk and Gdynia has plenty to offer as a coach destination, with a good summer climate, historic towns, friendly people and clean, sandy beaches. Inflation, at around 45 per cent, is a problem, but there is plenty of evidence of economic growth and the exciting atmosphere of new-found freedom.

Warsaw is buzzing with life. Its hotel bars are full of international salesmen and glamorous women and provide an imagina-



The competition. Polish-built Autosan buses have Leyland-designed engines of local manufacture



with PKS managers after a Gdansk sales presentation

over Poland

**what was going to be a
merican Bluebird dual-
into a slightly longer run
oland and back**

tion-prompting scenario waiting to be the back-drop for a novel featuring lavish international intrigue. The Bluebird again performed to a large audience of Polish operators, many of whom saw at least some of the endless possibilities described by Alan Wilson through a Polish interpreter.

From Warsaw we set out for the densely-populated coal field areas of the south, Czestochowa and the shrine of the black Madonna, with another presentation and significant interest from more Polish operators before the long drive to Calais.

The Poles had been an interested, yet critical, audience. Virtually all would rather have seen an 11.5-metre Bluebird and some were clearly looking for a trans-European coach. While the Bluebird is a capable

enough vehicle, its rear-engined layout and body-on-chassis construction does limit luggage capacity in this role.

But Poland does have a large network of interurban bus routes usually operated by locally-produced Autosan 39 seaters powered by Polish-built engines of Leyland design, and for this role the Bluebird would be a practical modern alternative.

The Polish market is widening with numerous new private operators providing competition to the PKS, which has itself been split into separate local companies in preparation for privatisation.

Will Alan Wilson (PSV) win any orders for the Bluebird? The demonstration trip certainly put the Bluebird into the Polish frame and generated interest so watch this space.

What are the lasting impressions of the Bluebird?

It's a simple and practical dual-purpose bus that is enjoyable to drive and ride in. It has an excellent heater and air-conditioning system.

The Polish trip included long stretches of main road and motorway cruising where maintaining 90 - 100 km/h is easy and comfortable. It also included some fully-laden city centre running where a good turning circle, lively acceleration and smooth gearchanging were all shown to advantage. The large wheels and brakes are more than man enough for the job and will contribute to reduced running costs and increased safety. No retarder was fitted for the Polish trip, but production vehicles will have exhaust brakes to meet European requirements.

Driver comfort is good, with plenty of room for adjusting the suspension seat and the steering column is adjustable for steering wheel height and rake. Visibility, too, is good with a high driving position, although thick windscreens side pillars do create some potential blind spots.

Outward-opening twin-leaf doors are unusual in Britain, but are lockable and draught-free. The bus relies on its climate-control system to keep the driver cool, with

just a small signalling window in the side section protected by a gauze fly-screen.

Simple and rugged by European standards, the galvanised steel body structure with riveted side panels may not be the most stylish, but it has obvious strength and potential longevity. Bluebird's paint finish systems give a smart and thoroughly acceptable appearance.

With a wide selection of interior layouts and what Alan Wilson promises will be an extremely competitive price, the 9.5 and 11.5-metre Bluebirds do have possibilities for British operators looking for a contract and day excursion coach or a dual-purpose interurban bus. Its simple yet rugged and proven design should guarantee that key to successful passenger transport operation - reliability.

Accurate fuel consumption tests were not possible during the Polish trip because of the use of different filling stations. But as a guide, I estimated a return of 16 mpg over the entire journey.

The Bluebird will be a credible and reli-



'Endless possibilities, endless solutions.' But Alan Wilson wonders whether taking this in part-exchange would solve anything

able alternative to using down-graded high-specification coaches for many bread-and-butter roles. With favourable purchase and lease terms and a strong warranty package planned it will make economic sense for many operators.



This 12-metre Autosan coach is used on long-distance tours to west Europe. It has a rear-mounted Cummins engine

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Riding high in the heart of the north

THE people of Yorkshire are justly proud of their county and are fierce defenders of its traditions.

The Heath Government may have redrawn county boundaries in 1974 but Yorkshire folk still refer to the Three Ridings and cock a snook at new local government areas such as Humberside.

The Humberside they know is an area of outstanding natural beauty, with attractive villages nestling in the Wolds and pretty market towns.

Yorkshire and Humberside is a vast area of Britain and it would be impossible to "do" the region in one go.

Here is a personal selection of some of the obvious and not so obvious places to visit:

Castles, cities, steam railways, parks, seaside resorts - Yorkshire has the lot. York (see separate story) is an obvious base for a holiday or visit. From here The Dales and the North Yorks Moors are in easy distance.

Head north and spend a day out in the attractive market town of Helmsley. Visit the 12th Century castle, which was damaged severely in the English Civil War. Admission is £1.65 for adults and 80p for children. A 15 per cent discount applies to groups (minimum 11). Call 0439 70442.

Nearby are the ruins of the 12th Century Rievaulx Abbey, which are best viewed by walking along the Terraces above in the grounds of Duncombe Park. Admission to Rievaulx is £1.95 for adults and £1 for children. A 15 per cent discount

Yorkshire may not be doing well at cricket of late, but its tourist industry is on a sound wicket. WILLIAM GOLDEN looks at the best on offer in the county and neighbouring Humberside

is available for groups (minimum 11). Call 0439 6228.

Another magnificent ruined abbey worth a visit is Fountains Abbey near Ripon in North Yorkshire.

Founded in 1132, this abbey is the largest monastic ruin in Europe. It makes a dramatic backdrop for Studley Royal. These landscaped water gardens are a delight to stroll in and open-air concerts are held in the summer.

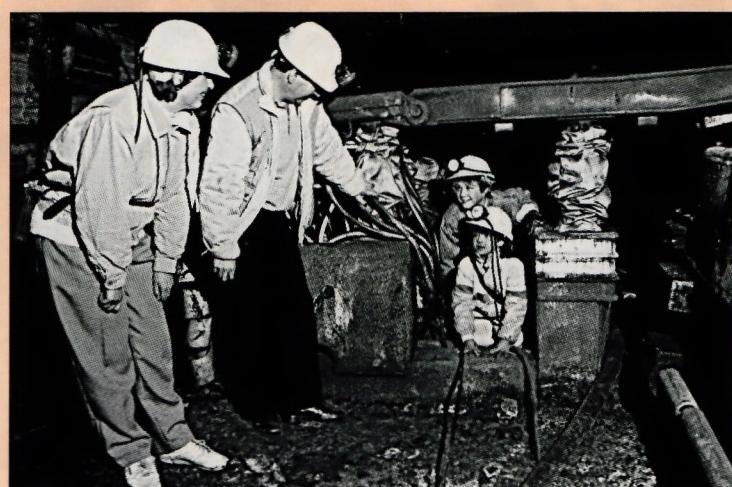
Admission is £3.80 for adults and £1.90 for children. The cost is reduced to £3.40 for groups. Call 0765 608888.

If you want to learn about the agricultural history of Yorkshire, then head for the charming village of Hutton Le Hole. This village is as pretty as a picture. The Ryedale Folk Museum is a collection of rescued historical buildings. Admission is £2.50 for adults (£2 group rate) and £1.25 for children. Call 0751 5367.

Historic houses abound in Yorkshire. One of the finest is Temple Newsam House and Farm near Leeds. This Tudor/Jacobean building has an impressive collection of decorative arts and Chippendale furniture. The 1,200-

acre farm has a Rare Breed Centre. Admission to the house is £1.10 for adults and 50p for children. Entry to the farm is free. Call 0532 647321.

Harewood House, also near Leeds, contains the richest collection of Chippendale furniture in the world. Designed by Robert Adams, Harewood House has one



Going underground

GET the lowdown on the life of a miner by visiting a real mine at the Yorkshire Mining Museum in Wakefield. Group admissions are £4 for adults and £3.55 for children. Maximum group size is 200, call 0924 848806 for more details.

How you can get in on the act

THE stunning scenery of the Yorkshire Dales has provided many a backdrop for both films and television series.

The long-running and highly popular All Creatures Great And Small was filmed in North Yorkshire.

To tread in the footsteps of James Herriot, start off in the historic market town of Richmond and follow the River Swale through the many delightful villages. There

are also historic houses, museums and craft workshops.

Further west, the village of Holmfirth is where those lovable rogues, Compo, Clegg and Foggy have been up to their antics. Visit the home of Norah Batty and the cafe where the long-suffering Ivy serves tea and not much sympathy.

Combine this with a visit to nearby Haworth, and the Parsonage where the

Bronte Sisters were raised. Call 0535 642323.

One of the finest stately homes in England is Castle Howard, which is signposted from the main A64 York to Malton road.

This magnificent Vanbrugh building was the setting for the television adaptation of Evelyn Waugh's *Brideshead Revisited*. Admission for groups is £5 for adults and £2.50 for children. Call 065 384 444.



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COACH TOURS AND EXCURSIONS

Yorkshire & Humber side special

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five minutes to ride.

Group rate prices this year are £6.25 a head on Monday, Friday and Saturday (excluding bank holidays), and £6.75 a head on Tuesday, Wednesday, Thursday, Sunday and bank holidays. Senior citizens pay £5.95 at all times and children under four go free.

These rates apply to parties of 12 or more. One free ticket is allocated to every 20 purchased. Call 0765 635334/635321 for group bookings.

Flamingo Land in North Yorkshire has blossomed over the years and is now one of the top attractions in the north.

The 350-acre park boasts 100 rides including the hair-raising Bullet. New for this season is the Wakiki Wave, giving you a taste of the tropics as you ride the surf.

Animals abound and there are more than 1,000 in the 100-acre zoo. Daily shows feature sea-lions and parrots. There is also a circus. The park has rest rooms for coach operators.

Flamingo Family Fun Park is

at Kirby Misperton near Malton. It is open until October 31. Group prices are £6 for adults and children (£5.50 if pre-paid). Call 065 386 287.

Round off a trip to Yorkshire with a day at the seaside. Scarborough is the most popular resort.

Visit the castle where there is a 15 per cent discount for groups of 11 and over. Call 0723 372451. Come face to face with sea creatures at the Sea Life centre. Group rate admissions are £3.45 for adults and £2.45 for pensioners and children. Call 0723 376125.

Whitby is a fishing port dominated by the ruins of the abbey. There is 15 per cent off for groups of 11 from the admission charges of £1.20 for adults and 60p for children. Call 0947 603568.

The explorer Captain Cook was apprenticed in the town and you can follow his voyages at the Memorial Museum.

Entry is 80p a head for pre-booked groups of ten or more. Call 0947 601900.



Spa and South Bay, Scarborough

Bridging the gap

HEAD for Humberside and marvel at the the Humber Bridge, the world's longest single span suspension bridge.

South of the bridge are the fishing port of Grimsby, and the wolds dotted with villages and pleasant market towns.

Cross over and head north and visit Beverley, an attractive market town. The medieval Minster and Friary are worth a visit. The town hosts an Early Music Festival, which includes walks, talks and candlelit concerts. Call 0904

645738 for details.

Further east is the bustling port of Hull. A departure point for Europe and Scandinavia, the city has much to offer.

See everything from horse-drawn vehicles to trams at the Museum of Transport.

Admission is free and the maximum group size is 40. Call 0482 593902.

Or relive the port's days as a whaling centre at the Town Docks Museum. Admission is free. Call 08420482 593902.

NEXT WEEK : News from the docks



Wander around the medieval Shambles in York

Uncork York

KING George VI once said that the history of York is the history of England. And it is true that there are few cities in Europe with such a treasure trove of riches.

An important settlement in Roman times - Hadrian and Constantine were proclaimed emperors there - the city is dominated by the Minster, one of the finest Gothic cathedrals in Europe. A good introduction is to walk along the city walls. In the spring, the banks below are covered in daffodils.

One of the most popular attractions is the Jorvik Viking Centre in Coppergate. Take a time car journey 1,000 years back to Viking York. Admission is £3.80 for adults and £1.40 for children, a discount of 10 per cent applies to groups (max 50 daytime). Larger groups may be booked in staggered parties. Call 0904 643211. But be warned! At the height of summer there are signs on the pavement saying you have another two hours to queue.

Another living history lesson is to be had at the Castle Museum, complete with its recreation of Victorian and Edwardian streets. Nearby is the cell where the highwayman Dick Turpin spent his last night before being hanged on York Racecourse.

Small boys of all ages will love the National Railway Museum in Leeman Road. See 200 years of the social and technical changes brought about by the railway. Engines on display include the Mallard, which still holds the land speed record. Call 0904 621261.

Dinosaurs have been made popular by the success of Jurassic park and, this season, the Yorkshire Museum is staging The Living World of Dinosaurs until October 31.

Set in ten acres of botanical gardens, the museum houses treasures from the Roman, Anglo-Saxon, Viking and medieval periods of York's history. Admission for groups (max 50) is £2.25 for adults and £1.15 for children. Call 0904 629745.

Other musts are the racecourse on the Knavesmire, the Treasurer's House next to the Minster, Cliffords Tower, The Shambles - a fascinating collection of medieval streets - the Merchant Adventurers' Hall in Fossgate, and the York dungeon in Clifford Street. Call 0904 646463 and join the Original Ghostwalk of York. It leaves the King's Arms Pub on Ouse Bridge at 8pm.

More details from the Yorkshire Visitor and Conference Bureau, The Travel Office, 6 Rougier Street, tel 0904 6116990.

COACH TOURS AND EXCURSIONS

● ● ● News, views, venues and discounts for the coach tour operator ● ● ●

Chunnel to open by the end of year

THE Channel Tunnel is due to open before the end of the year, after an agreement was reached between the operator and builders.

The dispute between TMI, the Anglo-French building consortium and the operator Eurotunnel over payment for the project was ended when the Bank of England met £235 million of the £1.3 billion owed to TMI.

The down payment was conditional on the tunnel being completed by December 10.

Although the official opening by the Queen and President Mitterand is scheduled for next May, this latest move to end the tunnel's financial difficulties could see freight services beginning in March and passenger traffic flowing by April.

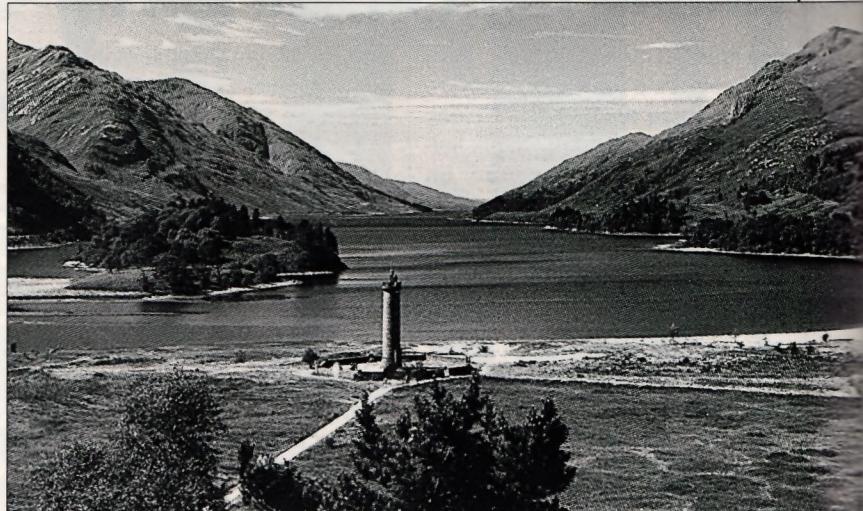
Boost for Scottish domestic tourism

DOMESTIC growth in Scottish tourism is set to increase after a sluggish year owing to the recession.

However, overseas visitor numbers continued to grow for the eighth consecutive year, bringing £530 million worth of business with them.

A recent tourist board seminar revealed the increasingly important part the travel industry plays in the country's economy, bringing in a quarter of the country's five million visitors.

The overall total, £1.75 billion, represented a standstill on the previous year's figures although Scottish Tourist Board chairman



Scotland: tourism industry increasingly important

Ian Grant remained optimistic about this year.

He said: "This year, there is evidence as the country emerges from recession that our domestic business is increasing."

Mr Grant also praised the secretary of state for Scotland, Ian Lang, for his recent reforms to the Scottish Tourist Board.

Mr Lang has given the organisation responsibility for marketing tourism and supporting the regional tourist boards, in conjunction with local authorities.

Ian Grant said: "In identifying these roles for the STB, the Secretary of State has created the right environment for us to pursue a prosperous future."

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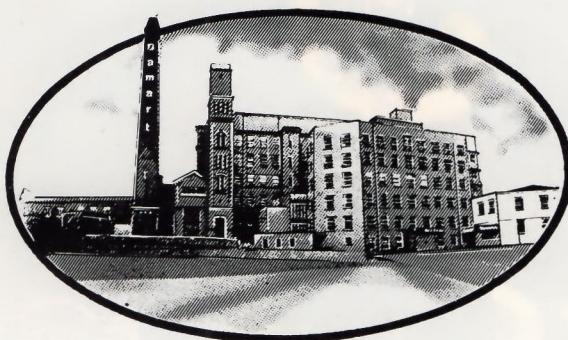
The PHANTOM of the OPERA



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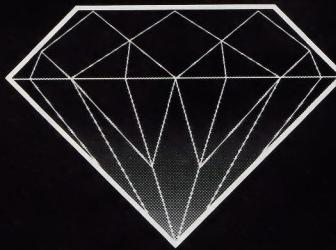


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COACH TOURS AND EXCURSIONS

● ● ● News, views, venues and discounts for the coach tour operator ● ● ●

Learn the secrets of dinosaur animation

THE secrets of dinosaur animation will be revealed at the Museum of Moving Image this September when special effects master Ray Harryhausen comes to talk.

The museum on London's South Bank is celebrating its fifth anniversary and the man who inspired *Jurassic Park* is part of a lively programme of lectures,

films and exhibitions.

Talks by television writers of leading series such as *One Foot in the Grave* and *Coronation Street* and a display of photographs by the man who discovered Marilyn Monroe give a taste of the variety in store for visitors.

MOMI is open from 10am-6pm.

For further details contact Wendy Taylor 071 815 3232.

D-Day anniversary plans

PREPARED for next year's 50th anniversary D-day celebrations have begun already for Hampshire's Fleetel Business services.

The Fleet-based PR mailing company is contacting 32,000 American Veterans Associations this September with an itinerary of the D-Day celebrations.

Southern Tourist Board has had up to 5,000 group inquiries from the United States for an event which promises to bring in the biggest ever influx of affluent elderly Americans seen in this country, guaranteeing Southern operators a busy summer in 1994.

For further details contact Stan Googe 0252 622 415.



See Victorian flower garden

VISITORS to Audley End House (above) in Essex can see the results of a decade of painstaking restoration of the nineteenth-century flower garden. English Heritage has carefully researched the original design from 1830, influenced by seventeenth-century French gardens. Chairman of English Heritage, Jocelyn Stevens said: "Audley End's importance to us lies in its completeness as an entity - the house, its collections and the landscape all developing together. We are using the house to demonstrate our commitment to conservation."

For further information Ann Lamacraft, English Heritage 071 973 3293.

COACH TOURS & EXCURSIONS

COACHES

COACH TOURS & EXCURSIONS

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Harewood House, Harewood, Leeds LS17 9LQ. Gates open at 10.00am daily. House at 11.00am.

Avon Transmissions gets new premises

JAMES Wilkes plc has made a significant re-organisation of Avon Transmissions' operations. All administration, and the transmission rebuild workshops have moved to purpose-built premises in Knottingley, West Yorkshire. The move will enable Avon to operate much more efficiently from the single site.

The new facility at Knottingley contains the very latest over-haul facilities, along with the American-built Transadyne testing machine, which is the only one of its kind in the United Kingdom. The machine comprehensively tests transmissions and, through the computer's software

data, logs gearbox parameters and compares these with the original manufacturers' specifications.

To co-ordinate the move and refocus the business, the board of James Wilkes plc has appointed David Tennant, the company's founder, managing director.

The company will continue to operate its purpose-built gear and shaft manufacturing plant in New Brunswick Street, Wakefield.

Contact Avon Transmission Group, Malvern Road, Hilltop, Knottingley, West Yorkshire WF11 8EQ, tel 0977 670067

Measure contamination

THE particulate contamination of air discharged to atmosphere by vehicle spray paint booths can now be measured and analysed by an independent laboratory.

Iso-kinetic sampling of the exhaust airstream during spraying can be carried out for around £250 plus laboratory charges or the service can be undertaken as part of a complete service for the upgrading and professional certification of older equipment.

Contact Auto-Ovens Engineering Ltd, PO Box 48, Corby, Northants NN17 1AB, tel 0536 745487.

No need for going nuts

A MAGNETIC parts dish which will prevent the loss of steel and iron nuts, bolts, washers, circlips and other small components (below) is being marketed by Gray-Campling Ltd.

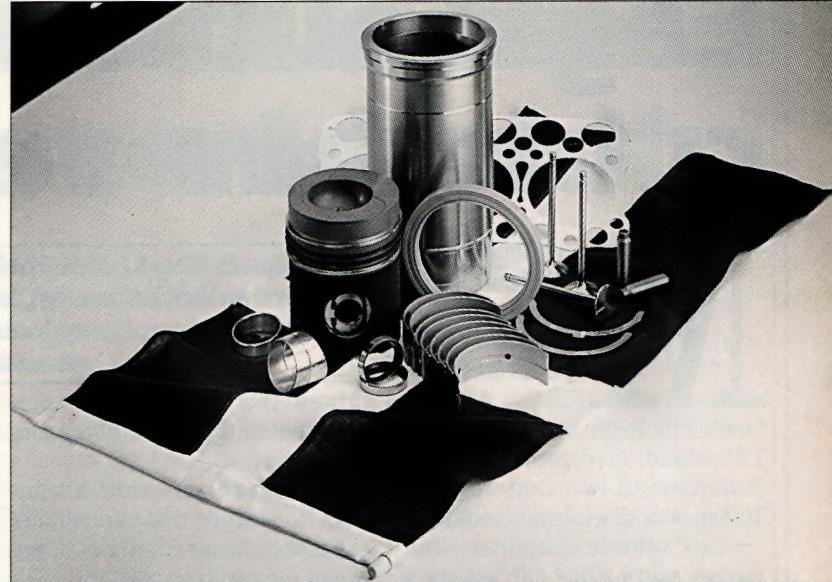
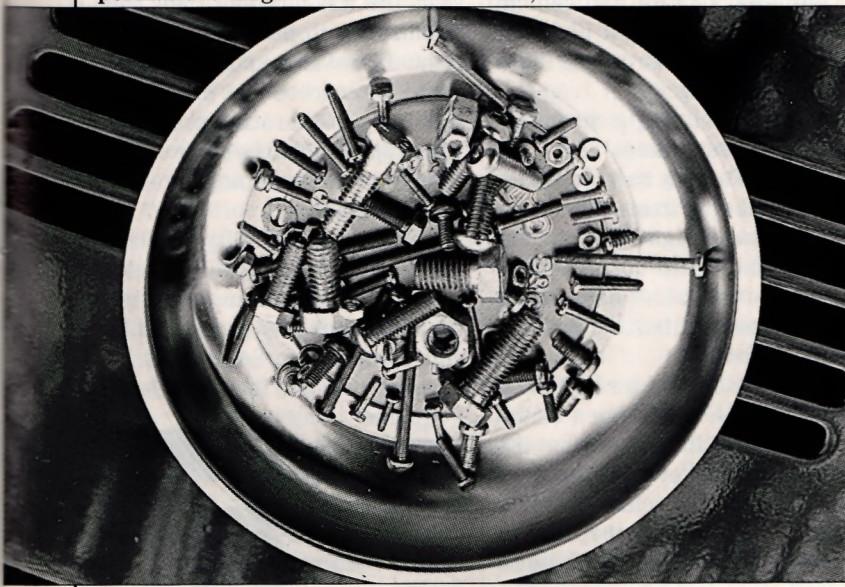
Made from stainless steel and measuring 6 x 1 1/8 in, the magnetic parts dish incorporates a powerful permanent magnet which holds

the dish and contents in any position, even upside down.

A soft, resilient base protects surfaces from being scratched.

The Magnetic Parts Dish costs £11.85 delivered plus VAT.

Contact Gray-Campling Ltd, Magnalux House, 91A Southcote Street, Bournemouth BH1 3SN, tel 0202 291828.



AE Auto Parts supplies major engine parts for most Volvo and Scania engines

Parts range expanded

AE Auto Parts has expanded its range of parts for Volvo and Scania engines.

It says it can now supply major engine parts for the majority of the Swedish units.

Parts available include Hepolite cylinder kits, pistons, cylinder liners and ring sets, Glacier bearings, Payen gaskets, and AE

Engine Parts valves, valve seats and valve guides.

A new leaflet has been produced listing the components available for each engine and model type.

Contact AE Auto Parts Ltd, PO Box 10, Legrams Lane, Bradford BD7 1NQ.

PPG's fleet move

PPG has launched a new range of high-performance fleet coatings to meet the needs of CV bodyshops for a flexible and efficient commercial vehicle paint system.

Specially created for buses, coaches and trucks, PPG's Delfleet is a development of the Delta range, with the addition of a number of products to make it what is claimed to be the most comprehensive commercial vehicle system in Europe.

Delfleet is based on a range of 23 tinters and a selection of binders with give instant access to thousands of colours and a choice of six topcoats which mean that CV bodyshops can give customers exactly the type of finish and durability that they want.

The system is designed especially for large vehicles, with excellent wet edge times and consistent high gloss levels on large areas.

A choice of coatings includes environment-friendly options such as a high solids topcoat,

lead and chromate-free primers and top coats, and a water-based primer.

Geoff French, Delfleet's product manager, said: We believe its lasting quality of finish which maintains the company and fleet image will appeal to fleet managers, while Delfleet's ability to stand up to environmental pollution and repeated vehicle washing will make it the prime choice for coach and truck operators."

Tinters are weight mixed to a precise formula to determine exact colours and the physical properties of the paint are governed by the choice of binder. And with the PPG colour selector more than 1,500 different colours, including 110 metallics, can be accurately matched and mixed. The Delfleet mixing system allows precise quantities to be mixed in any quantity.

Contact PPG, PO Box 359, Rotton Park Street, Ladywood, Birmingham B16 0AD, tel 021 455 9866.

Eagle authorisation cut to two vehicles

MAINTENANCE problems have led to the authorisation on the licence held by Keith Alcock, trading as Eagle Coach Tours, of Litherland, Liverpool, being cut from four to two vehicles at a Manchester disciplinary inquiry.

DoT vehicle examiner Alan Barnes said he had carried out a maintenance investigation in March, as a follow up to an unsatisfactory investigation the previous June, Mr Alcock having replied to a warning letter to the effect that steps would be taken to put matters right.

Two single deckers were being operated on private hire work. Both vehicles were given immediate prohibitions after being found to be in an unsatisfactory condition. The operating centre at Foster Road provided parking facilities only. It had been stated Blue Triangle Coaches was to carry out regular maintenance inspections, including brake tests, at intervals of six weeks.

However, the inspection records were irregular and incomplete in respect of both vehicles. Regular brake checks had not been carried out and the condition of the vehicles indicated maintenance standards were unsatisfactory.

Questioned by John Backhouse, for Mr Alcock, Mr Barnes said he believed Mr Alcock had gone back to Fairway Engineering Ltd for the maintenance of his vehicles. He thought the problem was Mr Alcock had used a handful of people to carry out vehicle inspections. Fairway was a stage-carriage operator with adequate facilities, including a rolling road brake tester.

Mr Barnes agreed the only immediate item on the first prohibition was the parking brake efficiency. He said the nearside rear was only achieving 50 kg, compared to the offside, which was achieving 1310 kg and locking out. He agreed the vehicle had failed its test because the brakes were too tight on one wheel. He main-

Eagle Coach Tours, of Litherland, Liverpool, has had its O-Licence authorisation cut from four to two vehicles at a Manchester disciplinary inquiry because of problems over maintenance

tained the vehicle had been retested, and passed, before he examined it.

Mr Backhouse said his instructions were that the vehicle examiner's inspection was in between the two tests, and the vehicle was out of test when Mr Barnes examined it.

Questioned further, Mr Barnes said the one immediate item on the second vehicle, which he inspected on March 24, was the service brakes being out of balance on the front axle. He was aware the vehicle had been inspected by D Tours on March 19, but said they had only road tested the brakes.

Mr Alcock said he was currently only operating one vehicle. However, he had school contracts starting again in September

which would require a second vehicle. The difference in the figures in the accounts produced was because he

had been operating more vehicles last year. At one time he had operated two vehicles of his own and hired two vehicles in. From February he had only operated two vehicles, and he had since sold one of those. It was his intention to acquire a second vehicle in the autumn.

Agreeing brake tests had only been spasmodic, Mr Alcock said he was not an engineer himself. He employed fitters on a part-time basis. He had experienced problems with the garage, in that they could not always take the vehicles in when required and he had had to shop around for other commercial garages. However, because of the problems that had thrown up, he had gone back to Fairway Engineering.

He had also changed his operating centre to the North Mersey Business Centre, which was about a mile from Fairway's premises. He now had the use of garage facilities, with an inspection pit, of his own. There was sufficient

parking for 300 coaches. There were under-cover facilities for three vehicles, four at a push. The premises were owned by D Tours, but he had the use of them.

After the vehicle had failed its test because the brakes were too tight, he had slackened them off, but clearly he had slackened them off too much as the vehicle was given a prohibition. He tightened the brakes up again and the vehicle passed the retest.

He had never noticed any imbalance in the brakes when driving the second vehicle. If it had been really bad the vehicle would have been off the road.

North Western traffic commissioner Martin Albu said Mr Alcock's accounts showed he was making a profit but Mr Alcock said the figure last year was only £59 because he

had had to pay £4,200 arising from a previous firm. He had also sold a vehicle at a heavy loss.

Mr Albu said it appeared Mr Alcock was making a living, but it was not very exciting.

Confirming he was making a living, Mr Alcock maintained he had sufficient money to buy a second vehicle.

Mr Albu said the last vehicle Mr Alcock had bought had cost £2,000. It was not surprising it did not last very long.

After examining a recent inspection sheet, dated June 1, Mr Albu said Fairway had picked up a fair number of items. The sheet had not been signed by the inspector and it was not signed off to say the work had been done, apart from one item. It was not very satisfactory.

Mr Barnes said he had been told the vehicle had been examined again on July 12 and that the defects listed were not rectified at Fairway's. The vehicle was just taken away. The inspection record for July 12 had been signed off by the supervisor. The

YOUR WEEKLY REPORT ON LAW AND THE COACH AND BUS OPERATOR BY MICHAEL JEWELL

defects were recorded but not signed as cleared. That had been verified by the company's engineer.

Mr Albu said the supervisor ought not to have signed the inspection sheet in that case.

Mr Alcock said he had not been available on July 12 to tell Fairway's what to do. He also understood they had been extremely busy. He would get in touch with Fairway's that afternoon and get them started on the jobs that needed doing.

Questioned by the commissioner, Mr Alcock admitted the vehicle was in use.

Mr Albu said that, if it got stopped on the road, Mr Alcock would get a prohibition notice, but Mr Alcock said he was doing work for Mersey Travel at the moment. He would hire a vehicle in while the repairs were carried out. There were no registration marks or mileage recorded on the two inspection sheets, said Mr

There were no registration marks or mileage on the two inspection sheets, said Mr Albu. It was really not good enough

Albu. It was really not good enough. He wanted the vehicle examiner to call in and "have a chat" with Fairway's, as the records were just not adequate.

Mr Albu said that, in 1992, the DoT Vehicle Inspectorate expressed concern about Mr Alcock's maintenance arrangements. The situation had apparently not improved in May of this year. He was now told steps had been taken to put the situation right. However, he still had some cause for concern that the system was not yet operating properly. There appeared to be some confusion over who was going to rectify the defects found.

Warning that faulty vehicles must be kept off the road, Mr Albu said prohibitions would not do Mr Alcock any good. His licence expired in September. If between now and then Mr Alcock acquired any more prohibitions, he would have cause to reconsider the whole matter again.



Zamir son gets O-Licence while matters sorted out

THOUGH revoking the O-Licence held by Mohammed Zamir, of Burton upon Trent, West Midland traffic commissioner John Mervyn Pugh has granted a new one to Mr Zamir's son, Andre Al-Hamid, trading as Burton Bus Company, which runs until the end of the year.

In April, though prepared to increase the authorisation on Mr Zamir's licence from 10 to 14 vehicles, the commissioner adjourned consideration of possible disciplinary action while a number of matters were investigated and resolved (*Coach and Bus Week*, May 15). Mr Al-Hamid, who, at that time, was said to be running Mr Zamir's business, subsequently submitted an application for a licence in his own name, authorising the operation of 11 single deckers and three deckers.

For Mr Zamir and Mr Al-Hamid, Mr Michael Carless said one reason for the previous adjournment was the commissioner required the personal attendance of Mr Zamir. On June 15 he went on a pilgrimage to Mecca.

However, having been told he should attend the public inquiry, he had flown in from Saudi Arabia late the previous night. Unfortunately, when he arrived, Mr Zamir was not in a fit state to attend. He was very worn and haggard, the pilgrimage to Mecca taking about a month to recover from. Mr Pugh said he accepted the pilgrimage to Mecca was the height of Mr Zamir's religious life.

Mr Carless said the main issue was the Burton Bus Company application. If that application was granted, Mr Zamir's business would cease. Mr Pugh said he would want to look at the history of Mr Zamir's licence as Mr Al-Hamid was involved with it. There were rumours of writs against Mr Zamir that concerned him. He could revoke Mr Zamir's licence and grant a new licence to Mr Al-Hamid but he was not certain that was the correct way of going about it.

Though revoking the O-Licence held by Mohammed Zamir, of Burton upon Trent, West Midland traffic commissioner John Mervyn Pugh has granted a new one for a short period to Mr Zamir's son

Conceding that the writs had affected the Burton Bus Company business, Mr Carless said the judgements were obtained against Mr Zamir, but properties were taken that belonged to the Mr Al-Hamid. That was now a matter for the civil courts. The one judgement naming Mr Al-Hamid had been set aside.

Referring to a newspaper article, Mr Pugh said it claimed a new firm had been run by Mr Al-Hamid for the last two months, and that he was the former general manager of Zamir's. It said Mr Zamir had returned to Saudi Arabia and alleged that the old company had ceased trading and that Burton Bus Company, the new company, was already operating.

Mr Carless said it was a natural progression which had been

Mr Michael Carless said one reason for the previous adjournment was that Mr Zamir went on a pilgrimage to Mecca

on going for some time, it always having been the intention that Mr Al-Hamid should take over the business.

Asked whether he was inviting the commissioner to revoke Mr Zamir's licence, Mr Carless said he was, and if it was not revoked, Mr Zamir would surrender the licence.

Mr Pugh said there was also the matter of a fire, which was being disputed with the insurance company. It seemed to him that, whatever he was told about Mr Al-Hamid, he was going to be left without the full picture. Writs had been issued incorrectly. There had been a fire, the circumstances of which the insurance company was challenging. There were so many issues and he had no firm evidence to go on.

Mr Al-Hamid said no further prohibition notices had been issued and he put that down to the fact they were now following the system of maintenance recommended by the West Midland Traffic Area.

That was Mr Al-Hamid's saving grace, said Mr Pugh. They had started with maintenance prob-

lems and gone on to all sorts of things. Revoking Mr Zamir's licence on the grounds he was no longer running the business, Mr Pugh said he thought he ought to grant a licence for a short period to Mr Al-Hamid.

That would enable the questions over the writs, the insurance company dispute, and the financial position of the new business, to be sorted out. Mr Al-Hamid had been operating for a period so the accounts should go back to the beginning of that period.

Mr Pugh told Mr Al-Hamid: "If all the matters alleged were proved against you, you will not have a licence. I could also make an order to ban you from obtaining a licence for a period of time. There is a lot of suspicion in the

air at the moment. It will all be resolved one way or another."

He indicated that Mr Al-Hamid would be called to a further public inquiry when the licence fell due for renewal, saying that, at that stage, he would want to see six months audited accounts so he could be satisfied about the financial position.

He would also want a full report about the writs, and a sworn affidavit from Mr Al-Hamid to say he had no connection with the writs and the fire. He would need to know the result of the insurance business. Mr Pugh said he needed to be certain that Mr Al-Hamid had not been involved in any way and knew of no other financial claims or dishonesty.

Asked whether he was still in dispute with Stevenson's, Mr Al-Hamid said he was.



COACH AND BUS GUIDE 1994

THE definitive guide to the coach and bus industry - *The Coach & Bus Guide 1994* - publishes in October.

Whether you are an operator or a manufacturer, a dealer or a supplier, you need to be listed in this important reference book.

The good news is that it is completely free. All you have to do is to fill in the questionnaire enclosed with this issue of *Coach and Bus Week* and return it to the Freepost address given. It won't even cost you a stamp!

But you must not delay. If you are to be included in the guide, your entry must reach us by August 16. If you have mislaid your form, contact Lynne Williams on

0733 63100

for a replacement
NOW.

COACH AND BUS CLASSIFIED

MARKETPLACE

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COACH SALES

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BEDFORD



BEDFORD PLAXTON SUPREME COACH
24ft long, 6 cyl 330 diesel engine,
30 seats, PSV spec, one owner (Librarian
Society), 80,000 miles, v.g.c.

£2950

Tel: 0836 769036 or 0869
246514. Eves: 0604 671448
(35075/CS/BE)

1979 BEDFORD PJK DUPLE

29 seater, MoT Nov '93,
Sale due to loss of contract.

£4,000 + VAT ono

Tel: B + S Coaches
0706 812565

(35112/CS/BE)

1978 BEDFORD YLQ DUPLE DOMINANT 2, 45 seater, MoT Dec 1993,
very clean and tidy. £3,000 + VAT
ono., inspection invited. Tel. Kent
0304 374731. (35030/CS/BE)

1977 BEDFORD YMT SUPREME,
53 seater, long MoT, excellent condition,
all records, any inspection or trial welcome. £4,250 + VAT
ono. Tel: 0332 662000 or 0332
573779. (35111/CS/BE)

1980 BEDFORD YMT DOMINANT II,
53 seats, to be sold with new test.
£3,850 + VAT. Tel: 0407 710139
(Anglesey). (35083/CS/BE)

BEDFORD, 53 seater, 466 'P' Reg,
MoT expired August '93. £2,000
ono. Tel. 0482 707365. (35113/CS/BE)

BEDFORD, 1980 Bedford PJK, 29
seater, excellent condition, brand
new tyres, new battery, alternator,
electrics, brakes, recent respray,
MoT Dec '93. £4,250 ono + VAT.
For further details tel: Keighley
0535 630044, must sell, space
urgently required. (34720/CS/BE)

1981 YMT DOMINANT 2, 53
seater, p/door, excellent condition,
MoT Feb 1994. £7,500 + VAT ono.
no time wasters please. Tel.
Northampton 0604 763388. (35033/CS/BE)

BOVA

1982 BOVA EUROPA
Taxed and new test
£14,000
Tel:
0484 545241

(35114/CS/BOV)

BRISTOL

1977 BRISTOL LH, 33 seats, ECW
body, semi automatic, PAS, MoT
April '94, choice of 2. £4,000 + VAT
(each). **1975 BRISTOL LH**, 43 seats,
ECW body, new MoT, choice of 2.
£2,500 + VAT (each). Both vehicles
in current daily use. Tel. 03552
35292 (Glasgow area). (35133/CS/BR)

DENNIS

DENNIS JAVELIN/PLAXTON PARAMOUNT
March '92, low driver,
full executive, 49 recliners
+ courier, rear toilet,
drinks machine, TV/video, Telma,
double glazed, side lockers,
full PA system, immaculate
condition throughout,
low mileage, must be seen.
£87,500
Tel: (0684) 592399/592396
(35000/CS/DE)

DAF

D REG MB230
53 recliners and toilet,
drinks machine,
double glazed, Webasto,
Duple 340,
MoT March '94.
£43,000 + VAT ono
COOKS
0702 349215

(35022/CS/DAF)

1981 DAF CAETANO ALPHA, 51
recliners, power door, radio PA
cassette, tinted glass, twin fuel
tanks, Splitter box, side lockers,
wheel discs, powerful touring
coach, used on tours, MoT Nov
'93. £12,500 + VAT. Tel. 0902
735477. (35127/CS/DAF)

DAF

1984 DAF MB200 PLAXTON 3500,
10 months MoT, 49 'E' type seats
and toilet. £24,000 ono + VAT. For
further information call 0236
751298. (34999/CS/DAF)

DUPLE



1988 (E) DUPLE 425 INTEGRAL
51 reclining seats, video and 2 monitors,
centre sunken toilet, water boiler,
servery and driver's bunk,
resprayed in brilliant white two-pack,
and in first class condition throughout,
Mot November 1993.

£46,950

TEL 0706 710022 anytime

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FORD

FORD R1114 DOMINANT, coach
1978, just out of MoT, beige, 53
seater with blue trim, surplus to
requirements, 1 owner
....£1,900 ono FOR QUICK SALE

ALSO, similar coach without
engine, ideal for spares...OFFERS

Ring
(0243) 372045
for appointment

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FORD PARAMOUNT
R1115, 1983, 53 seater,
new ticket, taxed
12 months, Telma fitted,
excellent condition.
£13,500 ono

Tel: 021 353 3241

(35088/CS/FO)

1977 FORD PLAXTON, 53 seater,
power door, MoT August 1994,
owned from new. £3,000 + VAT.
Britannia Travel, Telford, tel. 0952
612602. (35072/CS/FO)

FORD

1979 R1114 PLAXTON, 53 seater,
Bristol dome, tinted glass, power
door, side lockers, twin fuel tanks,
radio PA cassette, MoT Jan '94.
£4,000 + VAT. Tel. 0902 763880.
(35126/CS/FO)

1980 R1114 PLAXTON, 53 seater,
Bristol dome, tinted glass, power
door, side lockers, twin fuel tanks,
radio PA cassette, MoT Feb '94.
£4,500 + VAT. Tel. 0902 763880.
(35129/CS/FO)

1984 FORD TRANSITS, choice of 2,
petrol, PSV, 13 seats, long tests,
very clean, used daily. £1,800 +
VAT. Tel. 0726 73906 home; 0726
75995 work. (34998/CS/FO)

DOM 2, 1980 (V), 53 seats (re-
moquette), Telma, MoT Nov. **DOM**
4, 1981 (W), 53 seats (good),
curtains, wheel trims, Express doors,
MoT April. £5,250/£6,500. Tel.
0707 261966 (Herts). (34746/CS/FO)

P REG FORD PLAXTON, 45 seats,
power door, MoT Oct '93, sound
work horse. £1,500 + VAT. Tel.
0279 816888 (Essex). (35089/CS/FO)

T REG FORD PLAXTON, 53 seater,
new MoT, very good condition.
£4,850 + VAT ono. Tel: 041 885
2076. (35098/CS/FO)

1990 IVECO 315 LOIRRANE, 30
reclining seats plus courier, radio
PA, as new. £45,000 + VAT ono.
Call Bicknalls 0483 422110.
(34796/CS/IVE)

92 ALEXANDER BODY IVECO double
decker, 83 seats, ZF auto, Telma,
kneeling, many extras, 22,000k, as new, huge saving. Tel.
Blythswood Motors, Glasgow on
041-221 3165 or 041-639 6107 anytime.
(35140/CS/IVE)

IVECO

1979 10 metres Leyland National
Mark I
Single door, 41 seats, 7 month
test

£4,250 + VAT
Tel: 0226 727769
Day (Jeff Ripley)
0226 716166
Evening
(34799/CS/LE)

1977 12 metre 57 seats, semi
automatic SA 680 Leopard on a
Plaxton Viewmaster with TV &
video, curtains. New MoT, £11,000
+ VAT ono. **1980 11 metre**, 53
seats, carpeted floor, PA system &
wired for TV & video. Test
11 months, £9,500. Possible
exchange either or both for a 57
seater, Volvo B10M on a BorC Reg.
Tel: 061-477 0652 (Stockport).
Mobile: 0860 879 404. (35016/CS/LE)

1984 LEYLAND TIGER 245 Semi
Auto, Paramount 3200 exec, 48
recliners, toilet, servery, wired for
TV and video, curtains, tinted
windows, wheel trims. MoT Jan
94. £24,500 + VAT ono. Tel: 0942
45305. (34933/CS/LE)

1986 LEYLAND TIGER 260 DUPLE,
50+c, toilet, drinks, Webasto,
Telma, tinted windows, curtains,
retried two years, MoT June 1994.
£39,000 + VAT. Also **1977 FORD**
R1114, MoT Feb 1994. £2,500 +
VAT. Tel. 0283 550015. (35021/CS/LE)

1985 P/P LEYLAND Royal Tiger
Doyen, manual box, full exec,
centre toilet, continental door,
wired for TV and video,
reconditioned engine fitted 12 July
1993, excellent condition.
£25,000 ono. Tel: 0789 292630
day, 0789 266750 evens.
(34969/CS/LE)

AUGUST 1982 LEYLAND TIGER
245, Goldliner, 48 recliners, toilet,
courier seat, radio P/A, wheel
trims, MoT April 94, private plate,
£14,000 + VAT ono. Tel: 0942
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85 LEYLAND DOYAN EXEC, 51,
demountable toilet, TV, long test.
Offers. 86 LEYLAND CUB OPTARE,
Service bus, 33 + standees, low
mileage. **Blythswood Motors**,
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639 6107 anytime. (35137/CS/LE)

NOVEMBER 1982, Leyland Tiger,
245, Paramount 3200, 57
retrimmed seats, new ZF gear box,
centre aisle re-covered, radio/P/A.
MoT Oct 93. £19,000 + VAT ono.
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1986/87 D REG LEYLAND
COMMUNITY LIFT COACH
Reeves Burgess Coachworks, 24ft long,
698 diesel engine, Ratcliff tall lift,
24 adjustable seats, PSV spec, air
doors/step, only 13,000 km.
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£8750

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Eves: 0604 671448
(35078/CS/LE)

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X REG LEYLAND LEOPARD Duple Dominant 4, Webasto, radio/PA, MoT March '94, taxed, reconditioned engine just fitted. £9,000 + VAT. Tel. 0698 817738.
(34985/CS/LE)

MERCEDES**MERCEDES 811**

'G' Reg.

Alexander body, 33 coach seats, excellent condition, new clutch and tyres, taxed with full year's test.

£25,000 + VAT

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FOR SALE**MERCEDES 609D**

24 seat coach, long test, first reg 4-88, one previous owner from new, very good condition.

PRICED TO SELL AT £12,000

Phone 0889 562131

and ask for Mark

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1983 PP 0303, 53 seats, air conditioned, MoT to Oct '93, nice condition but surplus to requirements.

£24,000 + VAT

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(0473) 823243

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MERCEDES SERVICE BUSES AVAILABLE NOW. 709D, wide power door, 29 + 7 standees. Also 811 manual and Allison auto with 33 + 12 standees. **MERCDES COACH SPEC IN STOCK NOW.** 609, 709, 711 + 814D with 24-33 coach seats, boot, power door, used Mercedes from 85-93. Part exchange welcome. TEL. BLYTHSWOOD MOTORS, GLASGOW ON 041-221 3165 or 041-639 6107 anytime. (35135/CS/ME)

1982 608D Mercedes, 19 hi-back seats, tinted windows, MoT June '94. £4,850 + VAT. Tel. 0494 716683. (35082/CS/ME)

1982 MERCDES 608/REEVE BURGESS, 19 seats. MoT August 1993. Mairs of Aberdeen. Tel: 0224 723723. (34955/CS/ME)

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LATEST MERCEDES CHASSIS SPEC FULL STAGE/DIPTAC EQUIPPED 811D 33 seater + 14 standees early delivery

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1986 PP, 73 seats, water boiler, 7 TV's + video, very good condition, well maintained - new clutch, etc, MoT 30.4.94, ready for work, carpets and headrests, solar glazed windows, stainless steel upper band.

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1, 1988, 75-seater, Mercedes V10 engine, ZF gearbox, radio, PA, fridge, toilet, video multi-monitor system. Excellent condition.

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Usual GL Extras + telephone, white, 79,500 miles, one owner, full service history, MoT Aug 94

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29 seats, full test, excellent condition.

Tel:
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£6,900

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021 354 7541

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53 recliners, o/s Continental door, radio pa, etc. MoT 12/93.

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(34947/CS/VO)

1987 (D) VOLVO B10M VAN HOOL

Low driver, 49 recliners, centre toilet, fridge, monitor, video, curtains.

Excellent condition.

£65,000 + VAT

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1984 Volvo B10M/Plaxton Paramount 3500, 53 reclining seats, plus courier, Telma, Webasto, double glazing, pa/radio/tape.....£40,000

1984 Volvo B10M/Plaxton Paramount 3500, 49 reclining seats (re-upholstered) plus courier, air conditioning, toilet/washroom, Telma, Webasto, double glazing, pa/radio/tape.....£40,000

The above vehicles have been owned and regularly serviced by us since new. Full maintenance records available for inspection.

Telephone Steve Whiteway or Andrew Richmond for a viewing.

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Epsom (0372) 725252
(34918/CS/VO)

B10M VOLVO VAN HOOL ALIZEE, 48 seater, rear toilet/washroom, fridge, hot water, TV, bunk, Telma, excellent condition, MoT Nov '93, sold with new MoT if required. £38,500 + VAT. Also Karcher coach wash. £1,600 + VAT. Eastons Coaches (Norwich) 0605 48253.
(35096/CS/VO)

VOLVO

December 1983 (PP)
VOLVO B10M JONCKHEERE 599
51 reclining seats, video and 20' monitor, rear saloon-level toilet, water boiler, servery and driver's bunk. This coach has just been resprayed in brilliant white two-pack, and has had a Volvo reconditioned engine, gearbox, Telma and interior retrim within the past two years. Superb vehicle.
November 1993 test.

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1990 (G) VOLVO B10M GL PLAXTON PARAMOUNT 4-STAR
49 reclining seats, video and 20' monitor, centre sunken toilet, water boiler, servery, fridge and driver's bunk, resprayed February, maintained to the highest standard, February 1994 test.

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1975/6 Daimler Fleetlines Northern Counties, 75 seat, single door body, just tested, available now.

£4,350 + VAT each

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061 223 2035
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Volvo B58**

Sleeps eleven, 12 seats, cocktail bar, gas cooker, video, television, hotel on wheels, a rare vehicle.

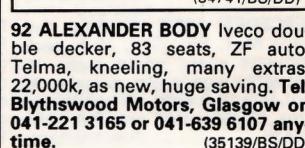
£8,500

Tel: 0222 881422, 0222 881477
Fax: 881646
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DAIMLER FLEETLINE**| Park Royal Body**

Gardner 6 LXB engine, long MoT, 75 seats, good condition, choice of 2.

Best offers
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(35139/BS/DD)

BUS SALES

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1975 DAIMLER FLEETLINE

Leyland 680 double door, 68 cloth seats, excellent condition, MoT May '94, tax Nov '93 £4,750 + VAT

1976 DAIMLER

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Tel: 051 486 0116

(35099/BS/DD)

DOUBLE DECKERS 1977 'R' REG DAIMLER FLEETLINES, 76 seats, single door, Gardner engine, MCW body, long tests, choice of four. £5,250 each + VAT. **1976 'P' REG** - all as above. £4,250 + VAT. **1978 'S' REG LEYLAND ATLANTIC**, 74 seats, single door, 680 engine, 12 months test, choice of two. £5,250 each + VAT. Tel. Beestons, Ipswich (0473) 823243. (35130/BS/DD)

1976 LEYLAND ATLANTIC, 74 seats, ECW body, good condition, MoT June '94. £4,900 + VAT. Ring 0522 722705 or 721863. (35074/BS/DD)

SINGLE DECKERS



2 x 1974 (N Reg) LEYLAND LEOPARD 11m

Marshall Service Buses, semi auto, power steering, 49 seats, tested March/April '94. £4,000 + VAT each ono

Tel: 0204 668112

(35094/BS/SD)

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Owing to Fleet restructure there are a number of Bedford vehicles for sale.

Various chassis and body types are available.

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(34938/BS/SD)

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MINIBUSES

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More accessible vehicles in stock

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(35153/MM/MMB)



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16 seater executive, toilet, TV, video, fridge, etc, good order throughout. £22,000 ono + VAT

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(34996/MM/MMB)

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NEW

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814 (D) MERCEDES, 33 seats, coachbuilt, full luxury, power door, deep boot (stock).

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1986 (C) FORD TRANSIT, diesel, 16 seats, stage carriage.

1983 (Y) 307 MERCEDES, 12 seats, high roof, luxury.

1978 BEDFORD PLAXTON YLQ, 45 seat. (34924/MM/MMB)

BRIDGE STREET, NEWBRIDGE,

NR EDINBURGH

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OR EVENINGS 0357 21888

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COACH”
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**4th
September**

A SOLUTION to the problem of
misting ruining double-glazed coach
side windows is offered by JW Glass
of Burton upon Trent.

The problem, according to proprietor
Jim Wood, is that seals are broken
down by vibration and road shocks,
and the resulting ingress of moisture
reacts with chemicals used in the
manufacturing process to etch the
internal surfaces of the glass.

Mr Wood's solution is to dismantle the
unit, abrade the damaged surface
and then repolish it to restore the
original clarity.

The operator has to remove the units
from the vehicle. A delivery and
collection service is operated by
JW Glass for operators within 100
miles of Burton upon Trent, but for
longer distances a next-day courier is
more cost effective. The actual
reconditioning process takes two
days and costs around £150 per unit
depending on size. Reconditioned
units are guaranteed for 12 months.

Mr Wood said: "The new service has
attracted a lot of interest. I advertised
it for the first time ever with Coach and
Bus Week last week, and received 20
replies by Monday from as far away
as Cornwall and Scotland."

**Contact Mr Wood on 0283 32418
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Having received instruction from

**W NORTH PV LTD & OTHERS,
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Tuesday 24th August 1993 at 10.30 am.

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Yours sincerely

A G Buckland
Nottinghamshire County Council"

To place your advertisement, or for further information please contact

0733 898111

Promotion for Dennis md

HAVING led the growth of Dennis Specialist Vehicles over the last five years to an annual turnover of £50 million, managing director **Stephen Burton** (right) has been promoted to deputy chief executive of Trinity Holdings plc with special responsibility for export growth.

Trinity Holdings leads UK markets for vehicles such as buses

and dustcarts, fire engines and aircraft tugs and is now concentrating on developing its markets in Hong Kong and the Far East, and the penetration of new overseas markets.

Stephen Burton will be co-ordinating all these ventures, while assuming executive responsibility for Duple Metsec and Carmichael - Trinity companies with particularly strong track records of over-

seas success with major sales respectively of bus body kits for local assembly and fire appliances.

The role of chief executive at Dennis Specialist Vehicles will be taken over by **John Smith**, who rejoins Dennis from Johnston Group plc where he has been responsible for their specialist vehicles remanufacturing operations.



Rogers post

THE Secretary of State has appointed Peter B Rogers (right) to be a member of the Transport Tribunal for a three-year period with effect from August 1, 1993.

Mr Rogers is the former proprietor of Rainworth Travel, past chairman of the Bus & Coach Council's Section 'A', and is presently a public transport consultant and secretary of the BCC's East Midland and Yorkshire regions.



Wayfarer sales executive

KEITH POULTNEY has recently been appointed sales executive for Poole-based Wayfarer Transit Systems, the manufacturer of ticketing equipment and technology to the transport industries.

Keith, 39, comes from Chepstow, where he lives with his family.

He was formerly employed as major accounts manager with a cash-counting equipment firm, which places him in an excel-

lent position to liaise with both existing and future customers.

Mr Poultny said: "I was first attracted to Wayfarer because of their broad product range. Ticketing is a rapidly growing area and the levels of technology are growing and developing at an extremely fast rate. Wayfarer is at the forefront of this field and so the move from my former sales role to this one seemed to me a natural progression."

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 - Coach
 - Other
2. What is your company's main business function?
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 - Coach Operator
 - Local Government
 - Other (please specify) _____

- Owner / Director
- Senior / General Manager
- Engineering / Service Manager
- Other (please specify) _____

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